

WIRING DIAGRAMS

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HOW TO USE THIS GROUP

The purpose of this group is to show the electrical circuits in a clear, simple fashion and to make troubleshooting easier. Components that work together are shown together. All electrical components used in a specific system are shown on one diagram. The feed for a system is shown at the top of the page. All wires, connectors, splices, and components are shown in the flow of current to the bottom of the page. Wiring which is not part of the circuit represented is referenced to another page/section, where the complete circuit is shown. In addition, all switches, components, and modules are shown in the **at rest position with the doors closed and the key removed from the ignition.**

If a component is part of several different circuits, it is shown in the diagram for each. For example, the headlamp switch is the main part of the exterior lighting, but it also affects the interior lighting and the chime warning system.

It is important to realize that no attempt is made on the diagrams to represent components and wiring as they appear on the vehicle. For example, a short piece of wire is treated the same as a long one. In addition, switches and other components are shown as simply as possible, with regard to function only.

The wiring diagram show circuits for all wheel-bases. If there is a difference in systems or components between wheel-bases, an identifier is placed next to the component.

SECTION IDENTIFICATION

Sections in Group 8W are organized by sub-systems. The sections contain circuit operation descriptions, helpful information, and system diagrams. The intention is to organize information by system, consistently from year to year.

CONNECTOR LOCATIONS

Section 8W-90 contains Connector Location illustrations. The illustrations contain the connector number and component identification. Connector Location charts in Section 8W-90 reference the illustration number for components and connectors.

Section 8W-80 shows each connector and the circuits involved with that connector. The connectors are identified using the number on the Diagram pages.

SPLICE LOCATIONS

Splice Location charts in Section 8W-70 show the entire splice, and provide references to other sections the splice serves.

Section 8W-95 contains illustrations that show the general location of the splices in each harness. The illustrations show the splice by number, and provide a written location.

FUSE/FUSE BLOCK

GENERAL INFORMATION

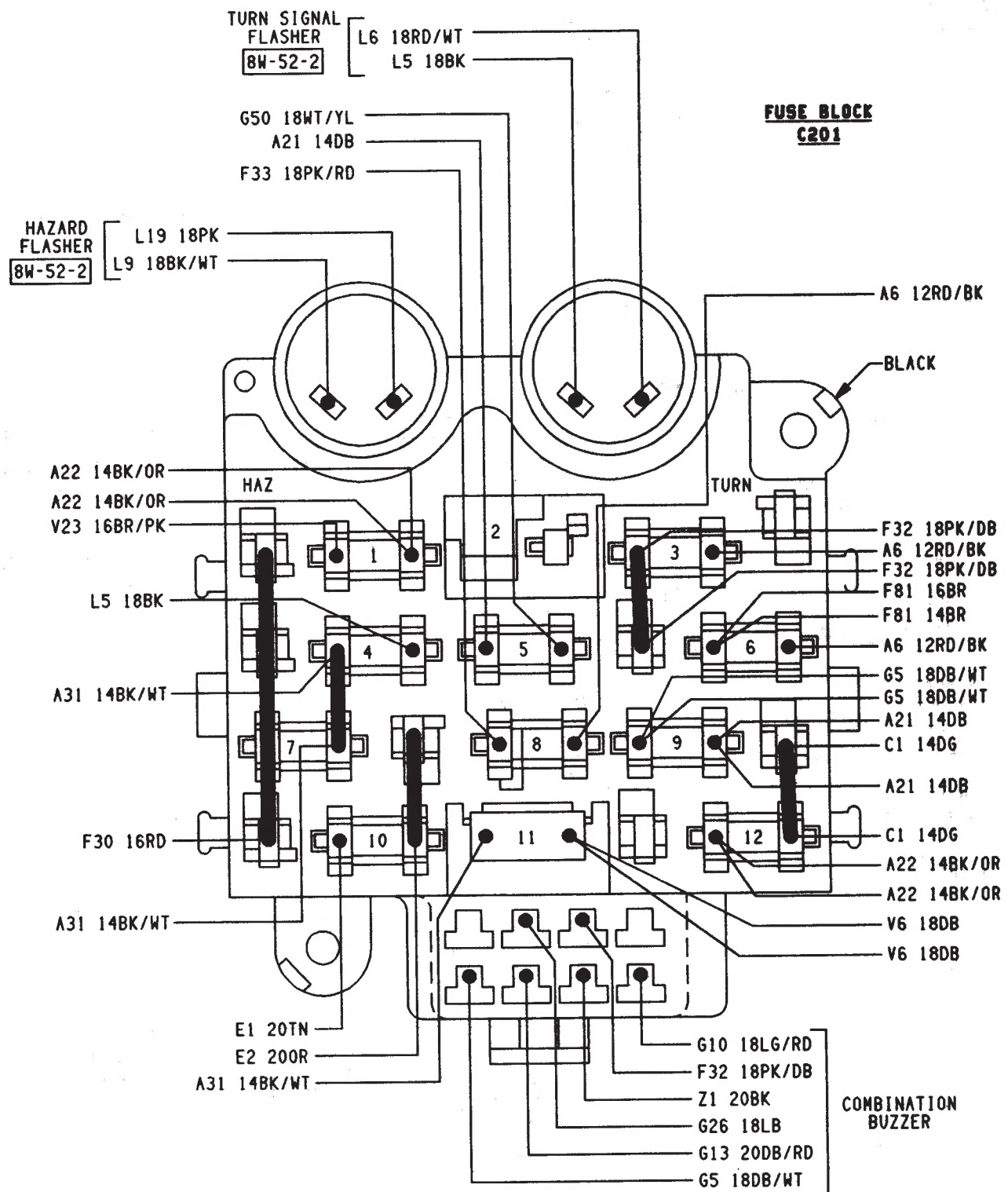
This section covers the Fuse Block and all circuits involved with it. For additional information on system operation, refer to the appropriate section of the wiring diagrams.

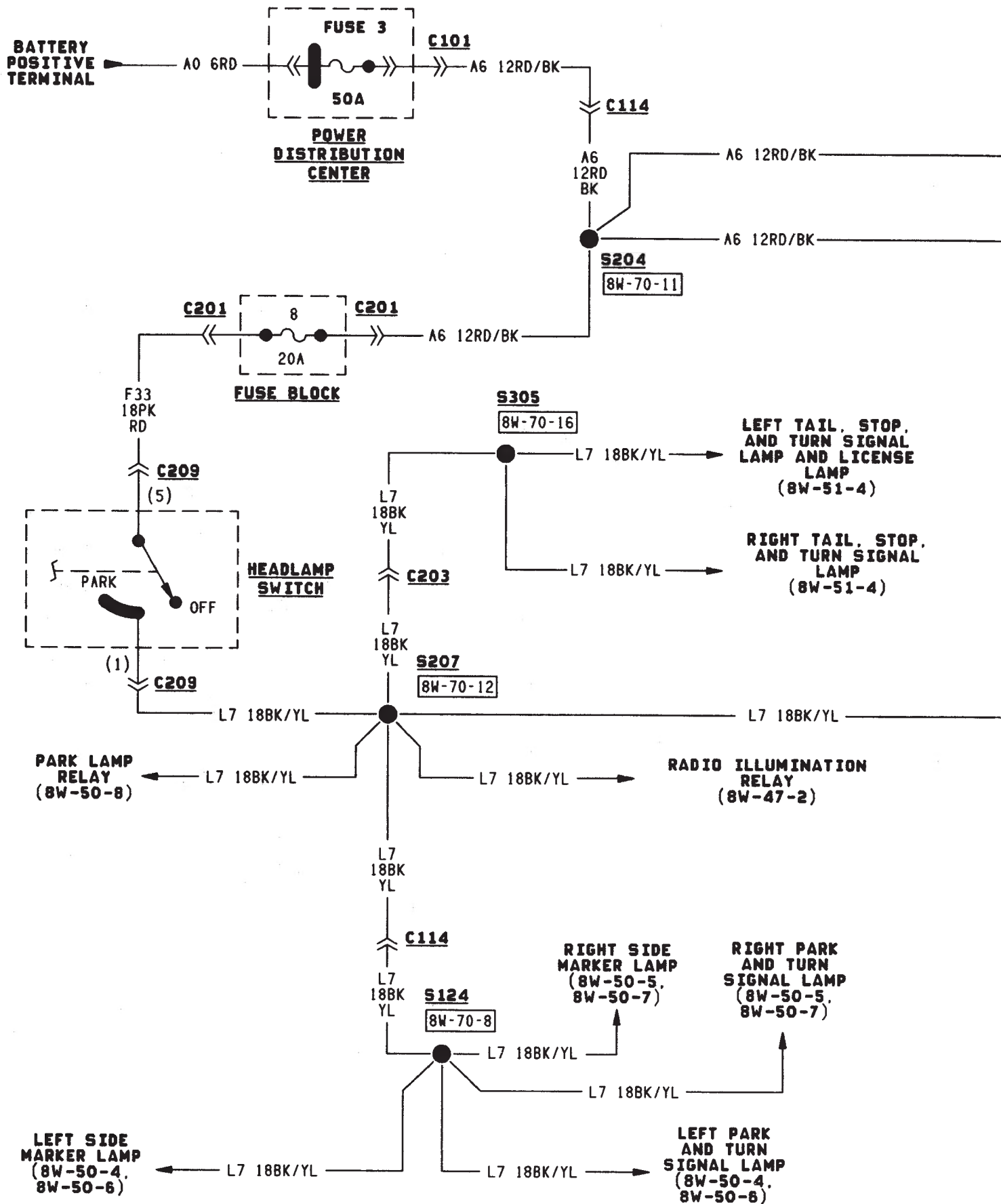
DIAGRAM INDEX

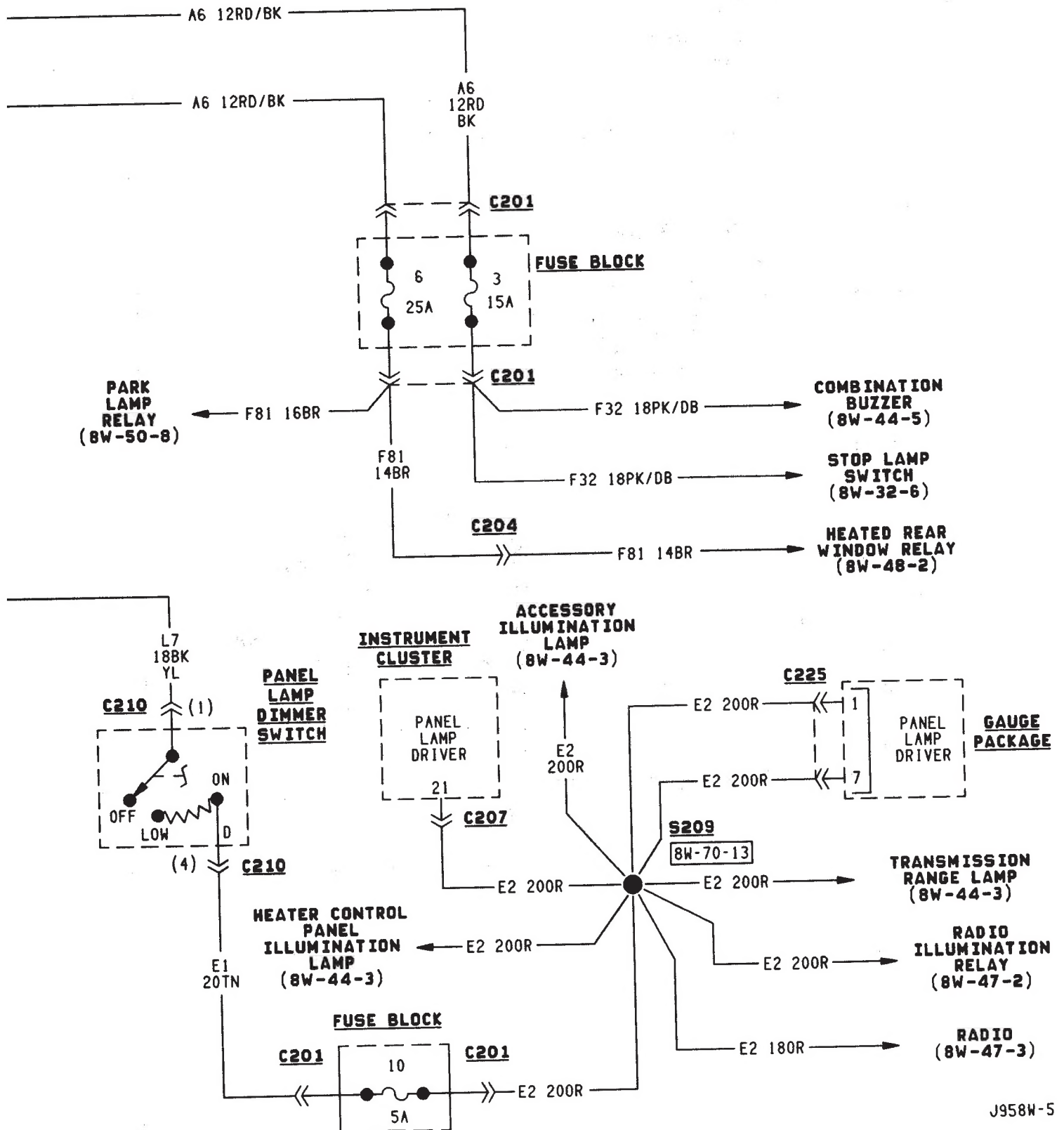
Component	Page
Circuit Breaker (Fuse Block Cavity 11)	8W-10-8
Combination Buzzer	8W-10-6
Fuse 1 (Fuse Block)	8W-10-9
Fuse 3 (PDC)	8W-10-4
Fuse 3 (Fuse Block)	8W-10-5
Fuse 4 (Fuse Block)	8W-10-6, 8
Fuse 4 (PDC)	8W-10-8
Fuse 5 (Fuse Block)	8W-10-6
Fuse 6 (Fuse Block)	8W-10-5
Fuse 7 (Fuse Block)	8W-10-8
Fuse 8 (Fuse Block)	8W-10-4

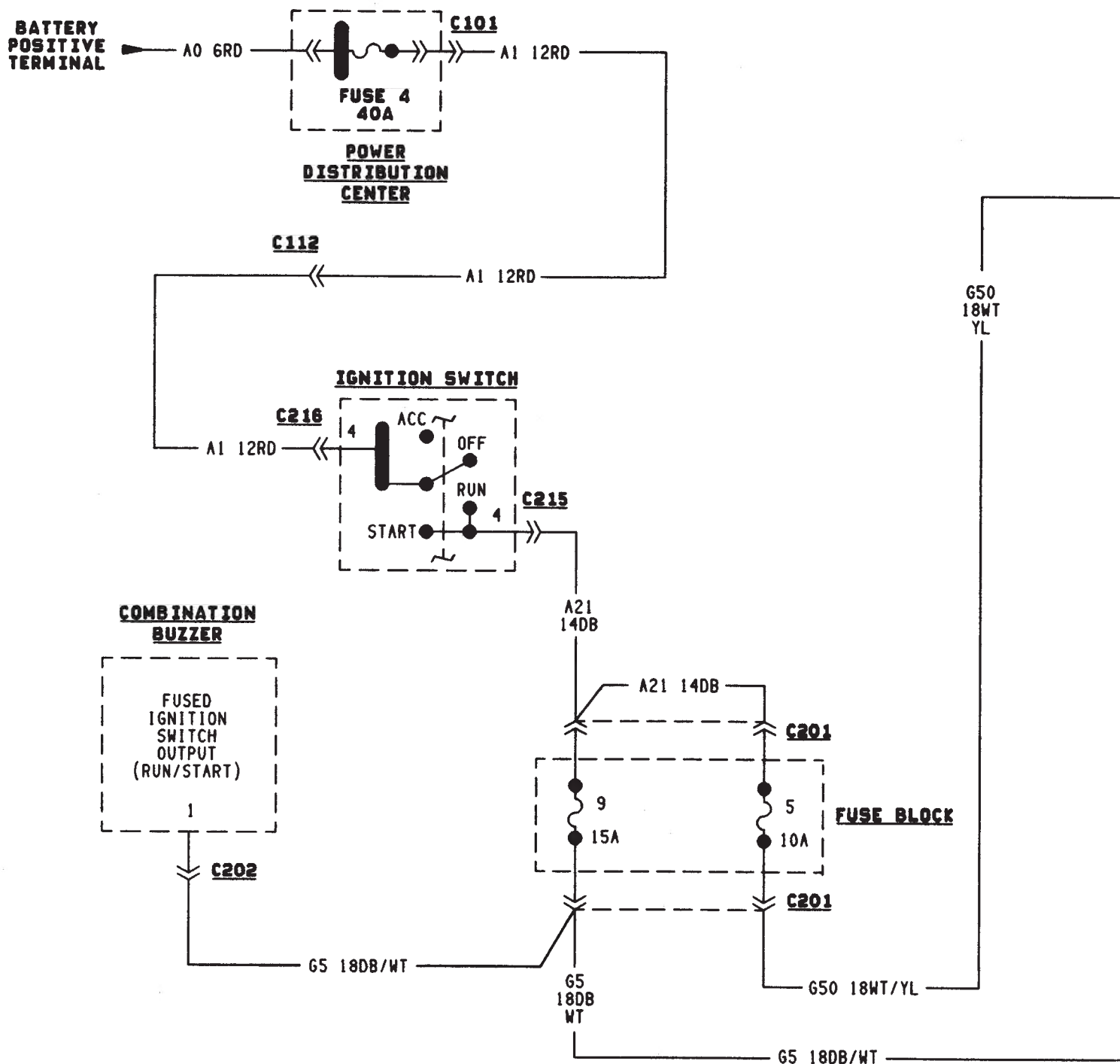
Component	Page
Fuse 9 (Fuse Block)	8W-10-6
Fuse 10 (Fuse Block)	8W-10-5
Fuse 12 (Fuse Block)	8W-10-9
Fuse 13 (PDC)	8W-10-9
Fuse Block	8W-10-3
Gauge Package	8W-10-5, 7
Headlamp Switch	8W-10-4
Ignition Switch	8W-10-6, 8
Instrument Cluster	8W-10-5, 7
Panel Lamp Dimmer Switch	8W-10-5

FUSE NUMBER	AMPS	COLOR	DESCRIPTIONS	SHEET
1	20	YELLOW	REAR WIPERS	8W-10-9
2	—	—	—	—
3	15	LT BLUE	STOP LAMPS & BUZZER	8W-10-5
4	15	LT BLUE	TURN SIGNAL LAMPS	8W-10-8
5	10	RED	ASD & FUEL PUMP RELAYS	8W-10-6
6	25	NATURAL	HEATED REAR WINDOW	8W-10-5
7	20	YELLOW	CIGAR LIGHTER & ACCESSORIES	8W-10-8
8	20	YELLOW	RUNNING LAMPS	8W-10-4
9	15	LT BLUE	BUZZER, GAUGES & WARNING LIGHTS & RELAYS & BACKUP LAMPS	8W-10-6
10	5	TAN	PANEL ILLUMINATION LAMPS	8W-10-5
11	5.3 C/B	GOLD	FRONT WIPERS & WASHERS	8W-10-8
12	25	NATURAL	HEATER & A/C	8W-10-9

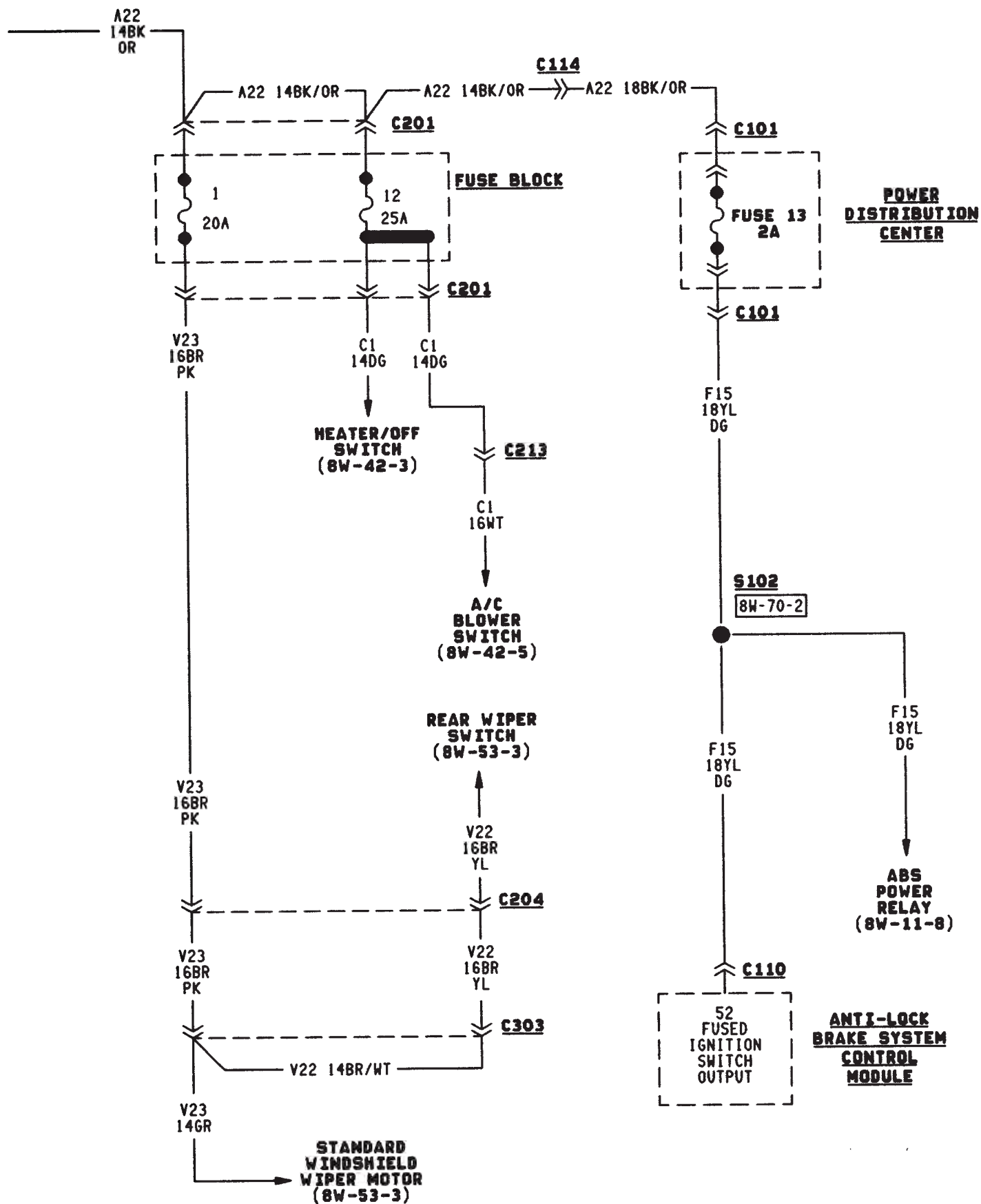












POWER DISTRIBUTION

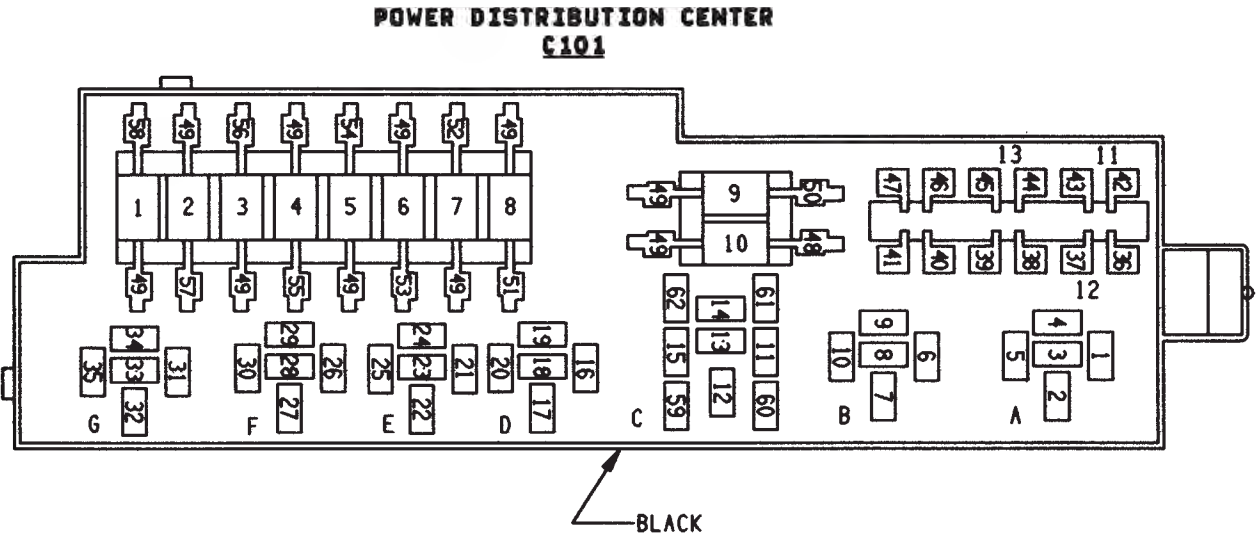
GENERAL INFORMATION

This section covers the Power Distribution Center (PDC) and all circuits involved with it. For additional information on system operation refer to the appropriate section of the wiring diagrams.

DIAGRAM INDEX

Component	Page
A/C Compressor Clutch Relay	.8W-11-3, 10
ABS Pump Motor Relay	.8W-11-3, 9
ABS Control Module	.8W-11-8, 9
ABS Power Relay	.8W-11-3, 8
Automatic Shut Down Relay	.8W-11-3, 6
Engine Starter Motor Relay	.8W-11-3, 4
Fuel Pump Relay	.8W-11-3, 6
Fuse 1 (Fuse Block)	.8W-11-8
Fuse 1 (PDC)	.8W-11-6
Fuse 2 (PDC)	.8W-11-7
Fuse 3 (PDC)	.8W-11-7
Fuse 4 (PDC)	.8W-11-4, 8, 10
Fuse 5 (Fuse Block)	.8W-11-6
Fuse 5 (PDC)	.8W-11-7

Component	Page
Fuse 6 (PDC)	.8W-11-7
Fuse 7 (PDC)	.8W-11-7
Fuse 8 (PDC)	.8W-11-5
Fuse 9 (Fuse Block)	.8W-11-10
Fuse 9 (PDC)	.8W-11-9
Fuse 10 (PDC)	.8W-11-8
Fuse 11 (PDC)	.8W-11-5
Fuse 12 (Fuse Block)	.8W-11-8
Fuse 12 (PDC)	.8W-11-5
Headlamp Switch	.8W-11-7
Horn Relay	.8W-11-3, 5
Ignition Switch	.8W-11-4, 8, 10
Power Distribution Center	.8W-11-2
Powertrain Control Module	.8W-11-4, 6, 10



	FUSE	FUSED CIRCUIT	FEED CIRCUIT	AMPS	SECTION/PAGE	
(2)	1	A14 16RD/WT	A0 6RD	30	8W-11-6	
	2	A11 10RD		50	8W-11-7	
	3	A6 12RD/BK		50	8W-11-7	
(2)	4	A1 12RD		40	8W-11-4 8W-11-8 8W-11-10	
	5	L9 18BK/WT		20	8W-11-7	
	6	A11 10RD		50	8W-11-7	
	7	A3 12RD/OR		30	8W-11-7	
	8	A4 18BK/RD		20	8W-11-5	
	9	A10 12RD/BR		40	8W-11-9	4.0L ENGINE ONLY
	10	A20 14RD/DB		30	8W-11-8	
	11	F31 18VT	A4 18BK/RD	10	8W-11-5	
	12	M1 18PK		10	8W-11-5	
	13	F15 18YL/DG	A22 18BK/OR	2	8W-11-8	

(2) INDICATES 2 WIRES IN CAVITY

**A
HORN
RELAY**

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
1	X3 18BK/RD	HORN RELAY CONTROL	8W-11-5
2	F31 18VT	FUSED B(+)	8W-11-5
4	X2 18DG/RD	HORN RELAY OUTPUT	8W-11-5
5	F31 18VT	FUSED B(+)	8W-11-5
5	F31 18VT	FUSED B(+)	8W-11-5

**B
FUEL
PUMP
RELAY**

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
6	G50 18WT/YL	FUSED IGN SW OUTPUT	8W-11-6
7	A14 16RD/WT	FUSED B(+)	8W-11-6
7	A14 16RD/WT	FUSED B(+)	8W-11-6
9	A141 16DG/BK	FUEL PUMP RELAY OUTPUT	8W-11-6
10	K51 18DB/YL	FUEL PUMP RELAY CONTROL	8W-11-6
10	K51 18DB/YL	FUEL PUMP RELAY CONTROL	8W-11-6

**C
ABS PUMP
MOTOR
RELAY
(4.0L ENGINE
ONLY)**

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
11	B15 14GY/YL	ABS MAIN RELAY OUTPUT	8W-11-9
12	A10 12RD/BR	FUSED B(+)	8W-11-9
14	B25 12TN	ABS PUMP MOTOR RELAY OUTPUT	8W-11-9
15	B116 18GY	ABS PUMP MOTOR RELAY CONTROL	8W-11-9
60	Z12 14BK/TN	GROUND	8W-11-9

**D
A/C COMPRESSOR
CLUTCH RELAY
4.0L ENGINE
ONLY)**

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
16	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL	8W-11-10
17	C3 18DB/BK	A/C COMPRESSOR CLUTCH OUTPUT	8W-11-10
18	Z1 16BK	GROUND	8W-11-10
19	C20 18BR/RD(2)	A/C SWITCH SENSE	8W-11-10
20	G5 18DB/WT(2)	FUSED IGN SW OUTPUT(RUN/START)	8W-11-10

**E
AUTOMATIC
SHUT DOWN
RELAY**

CAV	CIRCUIT	FUNCTION	SECTION/PAGE
21	G50 18WT/YL	FUSED IGNITION SWITCH OUTPUT	8W-11-6
22	A14 16RD/WT(2)	FUSED B(+)	8W-11-6
24	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT	8W-11-6
25	K51 18DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL	8W-11-6

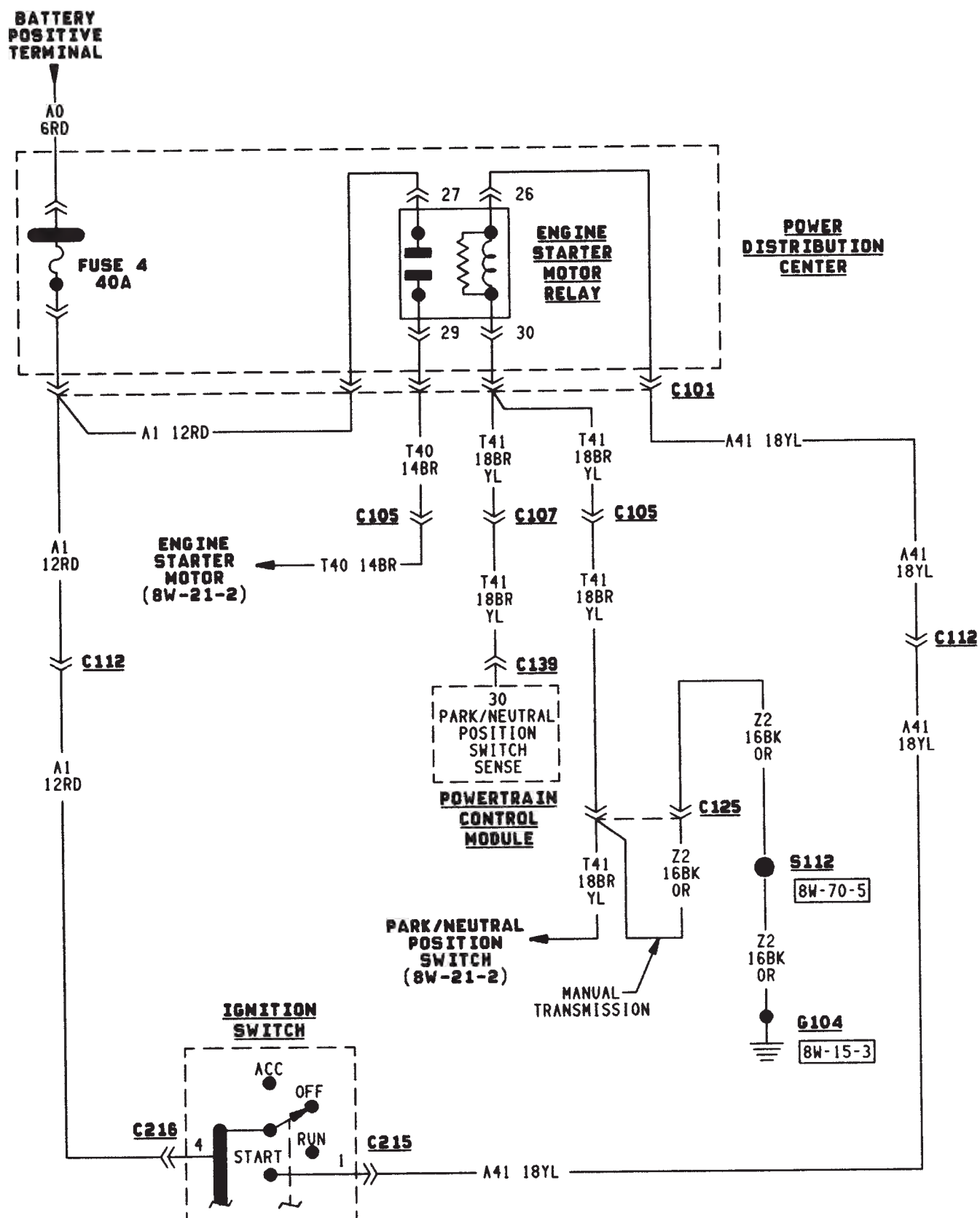
**F
ENGINE
STARTER
MOTOR
RELAY**

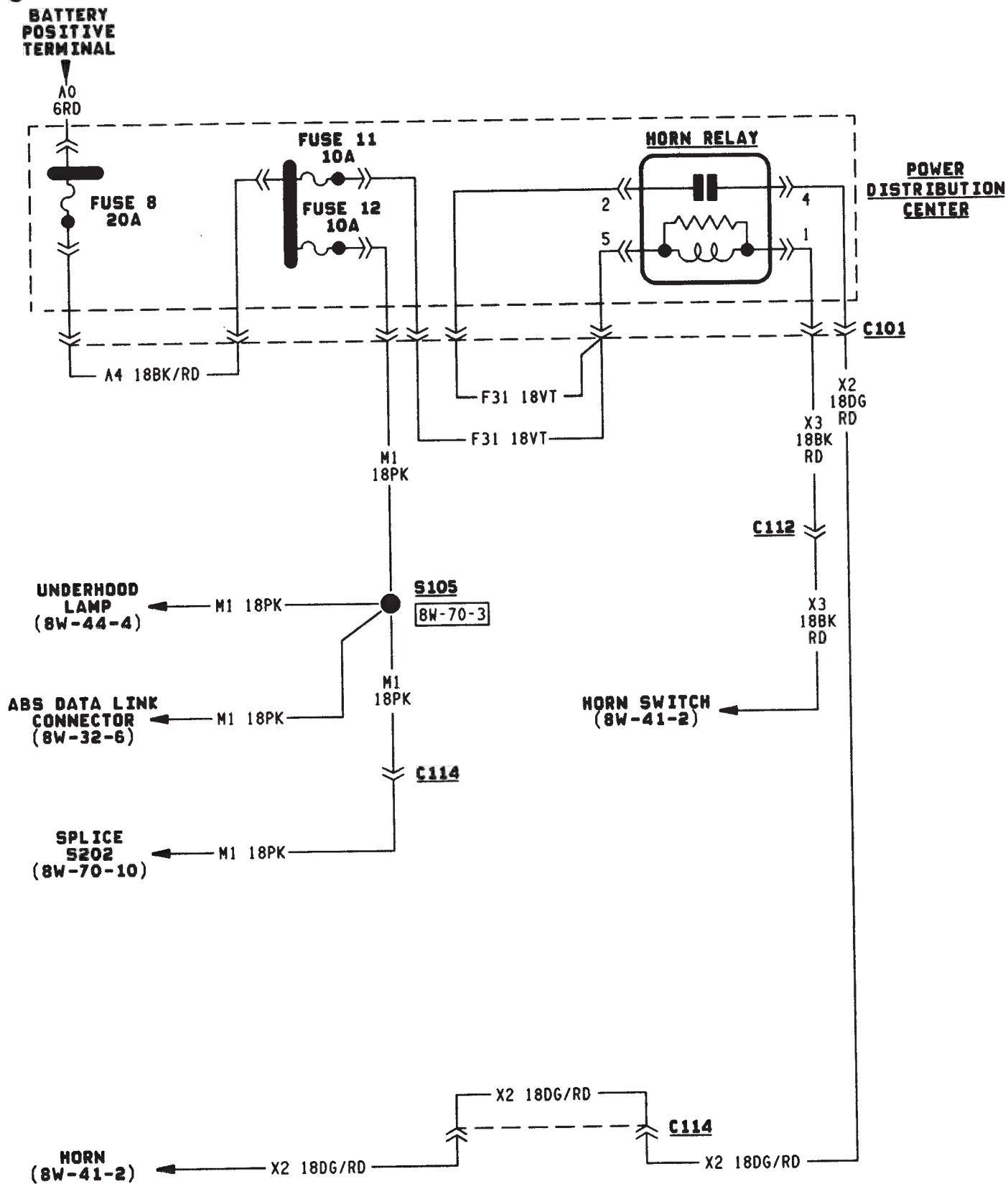
CAV	CIRCUIT	FUNCTION	SECTION/PAGE
26	A41 18YL	IGNITION SWITCH OUTPUT (START)	8W-11-4
27	A1 12RD	FUSED B(+)	8W-11-4
29	T40 14BR	ENGINE STARTER RELAY OUTPUT	8W-11-4
30	T41 18BR/YL(2)	PARK/NEUTRAL POSITION SW SENSE	8W-11-4

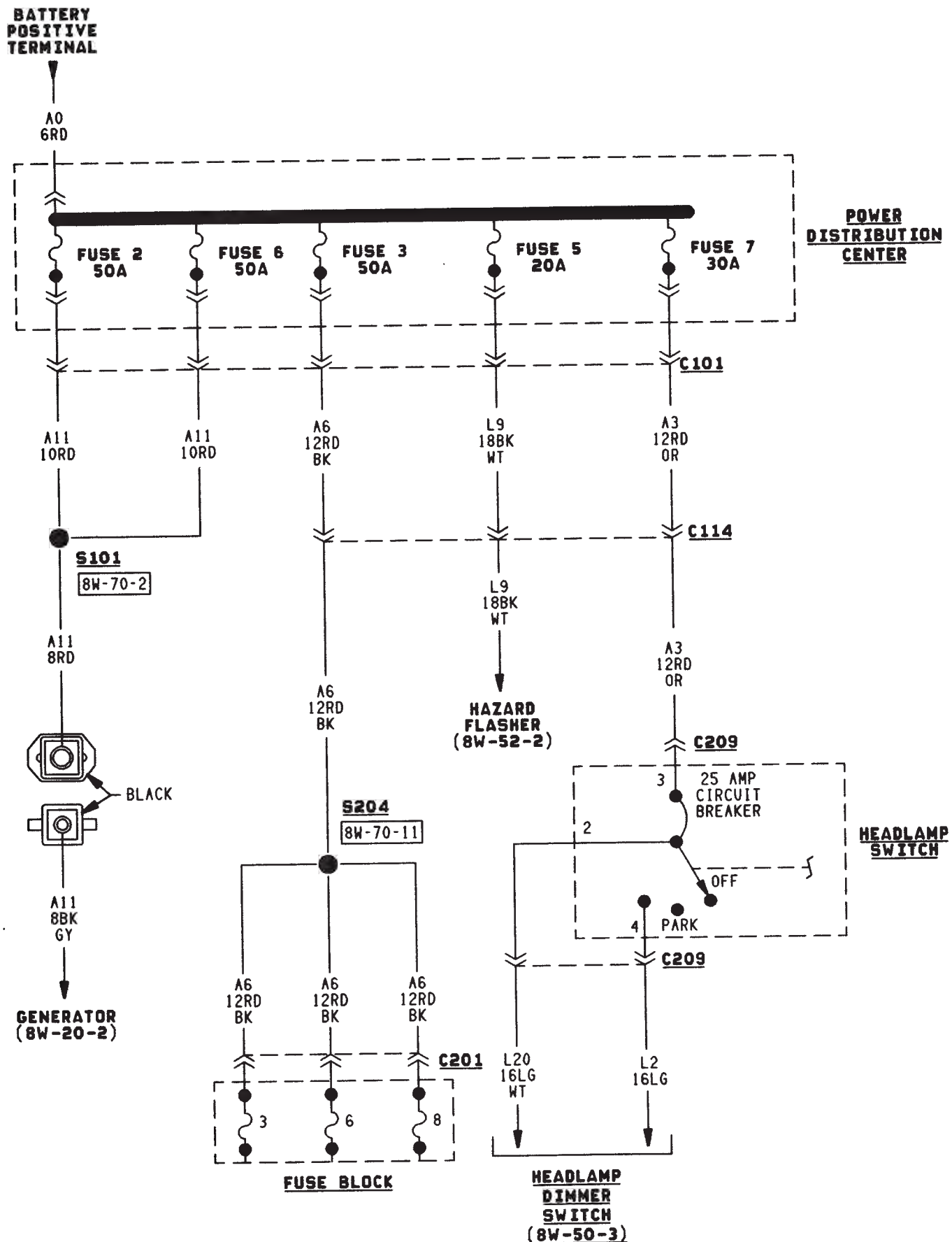
**G
ABS
POWER
RELAY
(4.0L ENGINE
ONLY)**

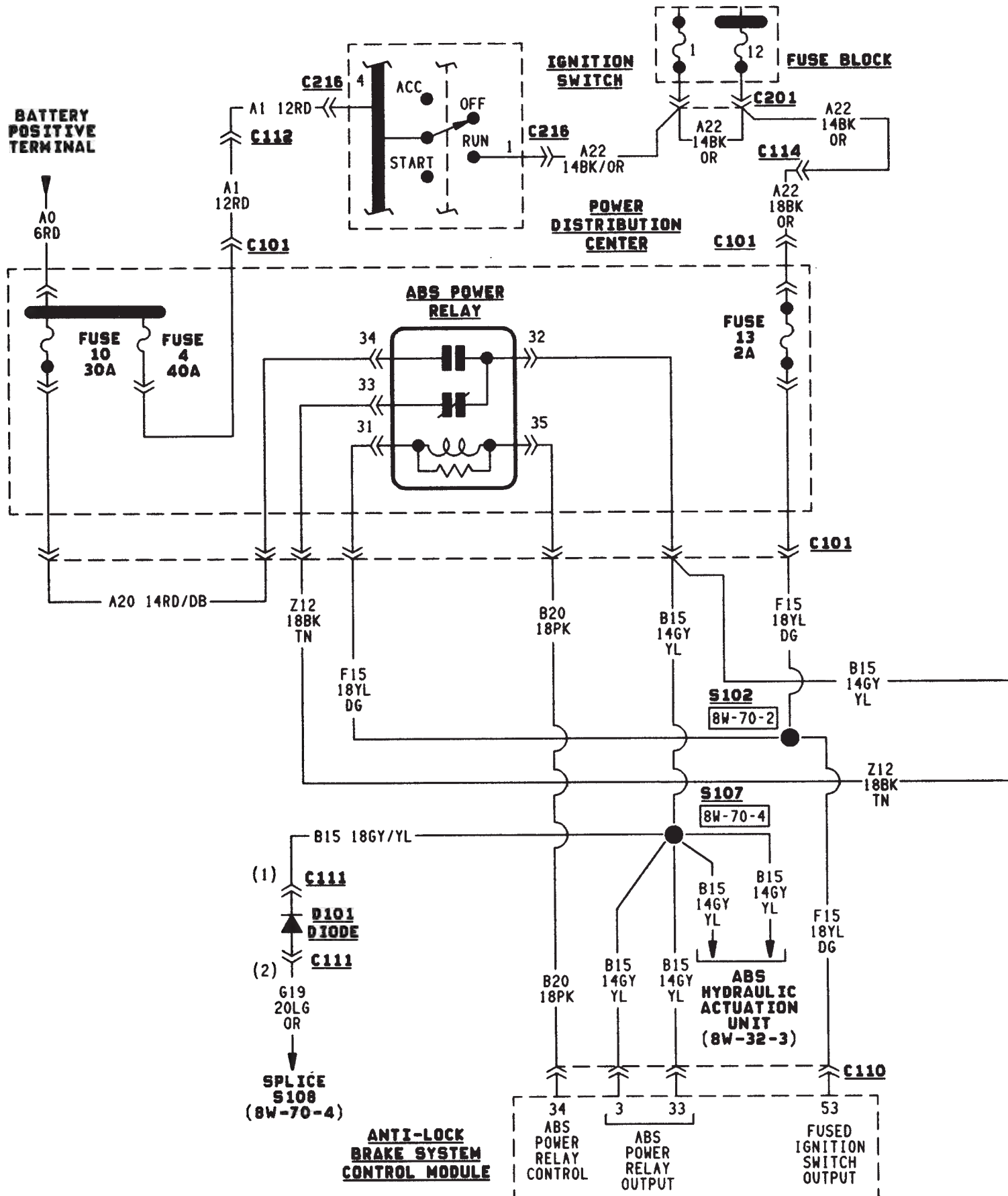
CAV	CIRCUIT	FUNCTION	SECTION/PAGE
31	F15 18YL/DG	FUSED IGNITION SWITCH OUTPUT	8W-11-8
32	B15 14GY/YL(2)	ABS MAIN RELAY OUTPUT	8W-11-8
33	Z12 18BK/TN	GROUND	8W-11-8
34	A20 14RD/DB	FUSED B(+)	8W-11-8
35	B20 18PK	ABS MAIN RELAY CONTROL	8W-11-8

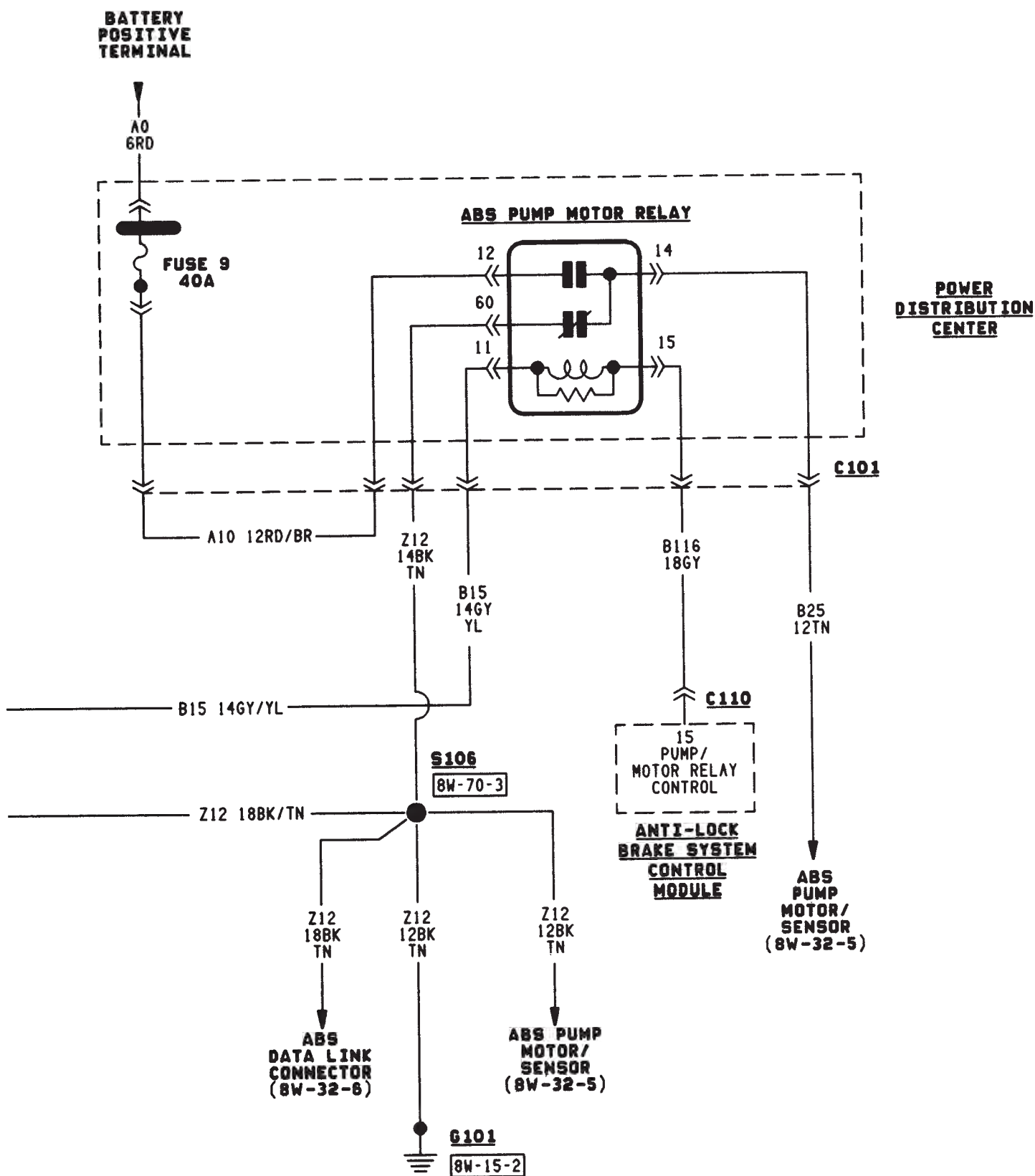
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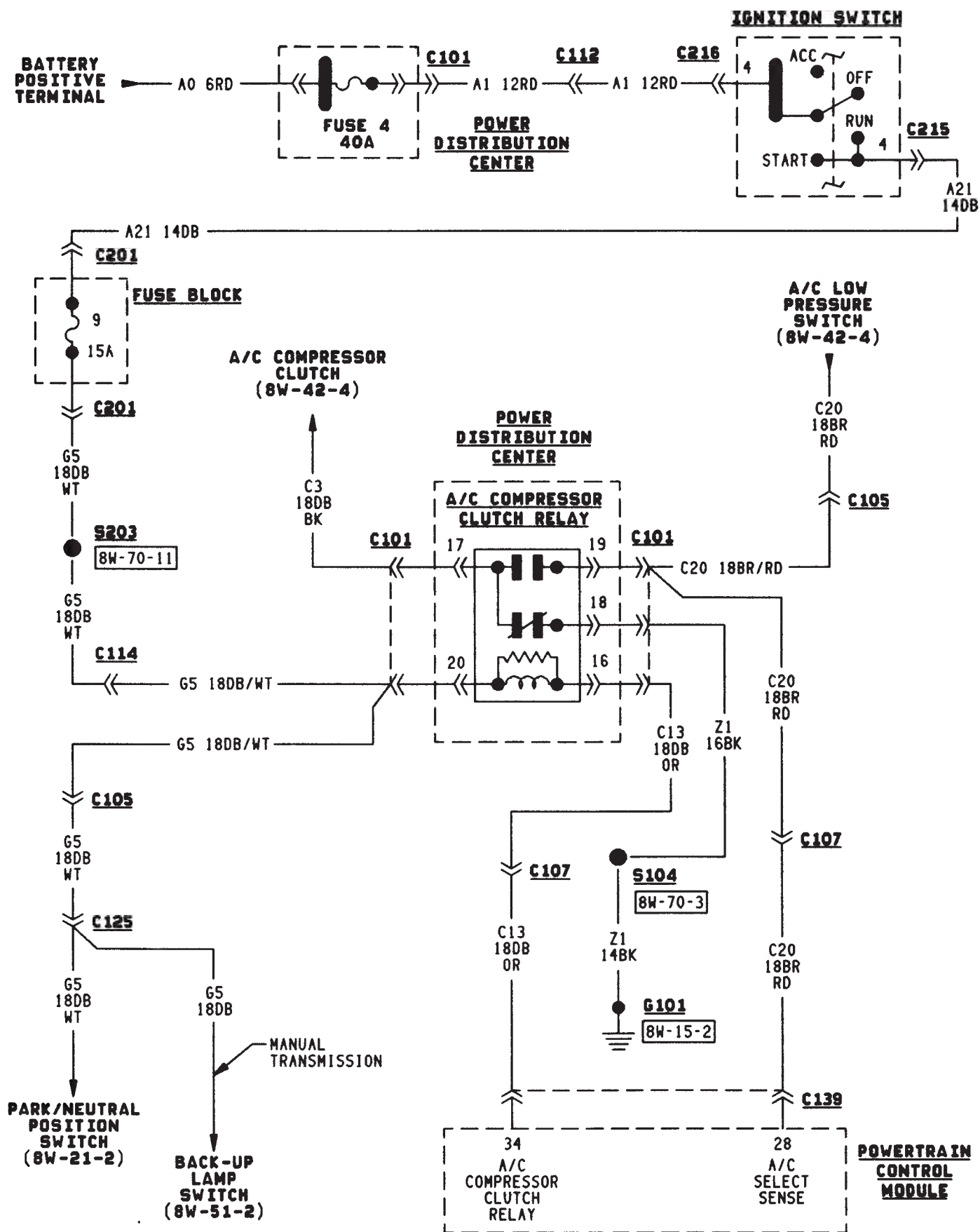












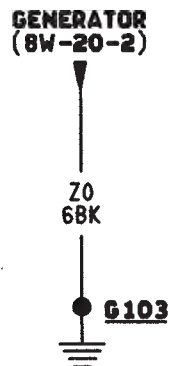
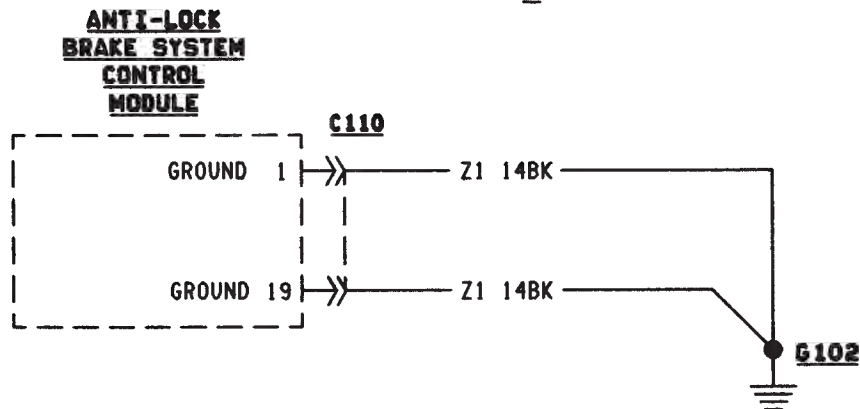
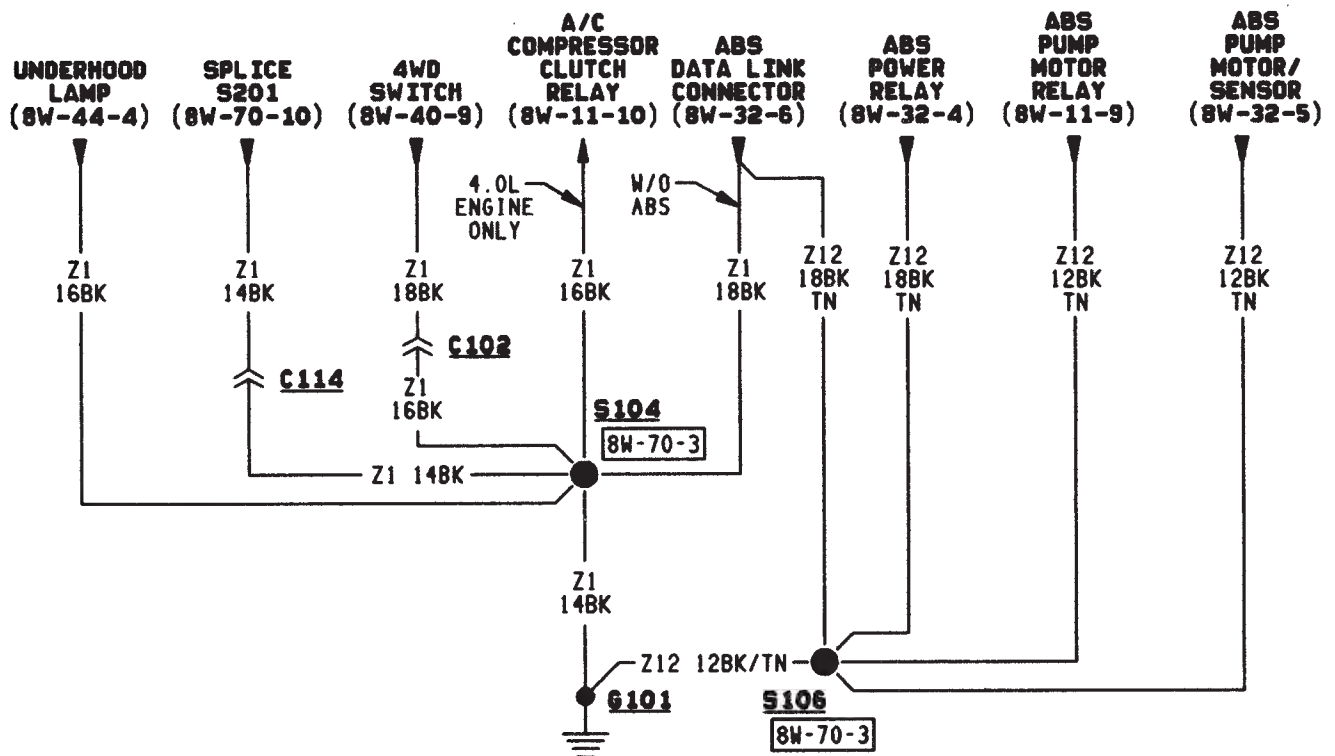
GROUND DISTRIBUTION

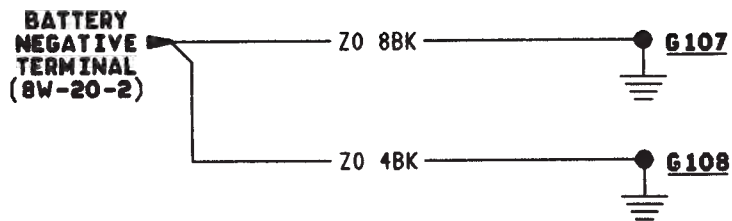
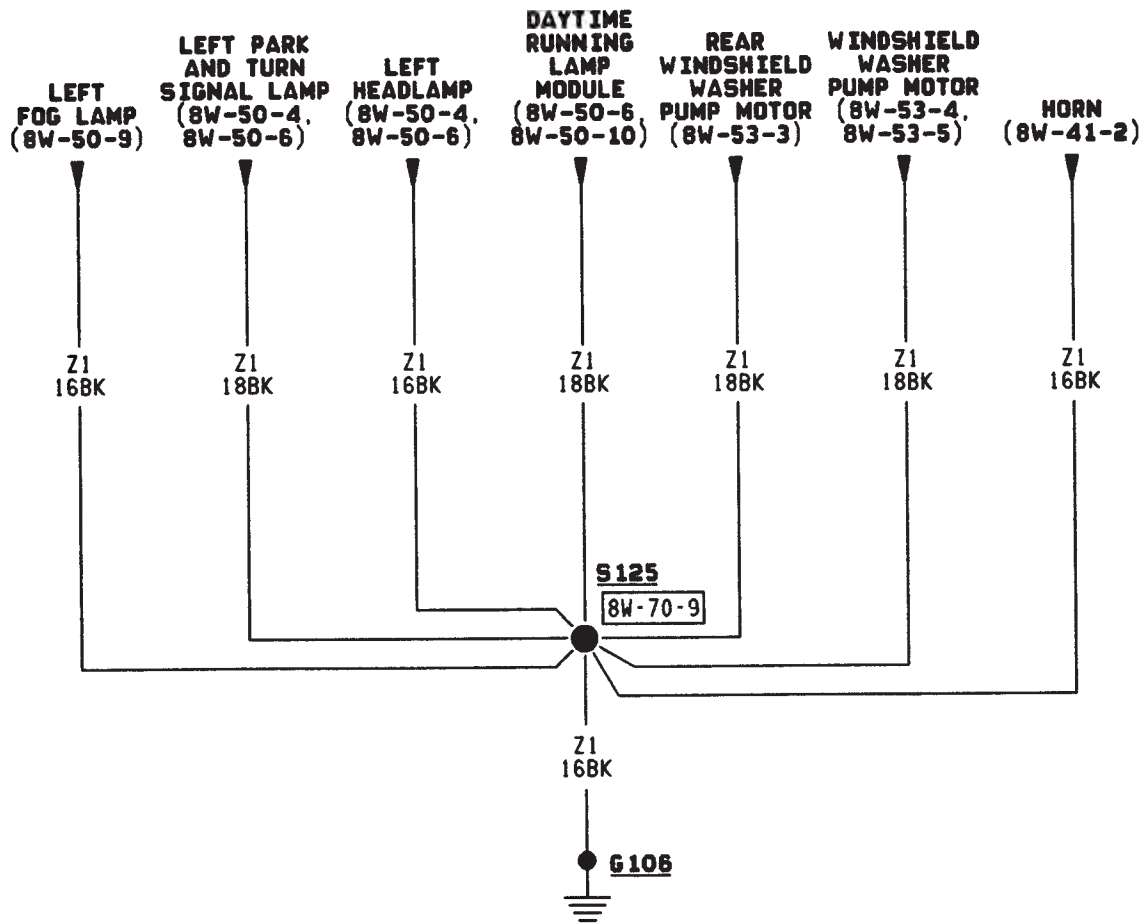
GENERAL INFORMATION

This section identifies the grounds, splices that connect to those grounds, and the components that connect those grounds. For additional information on system operation, refer to the appropriate section of the wiring diagrams. For an illustration of the physical location of each ground, refer to group 8W-90.

DIAGRAM INDEX

Component	Page	Component	Page
G101	.8W-15-2	G108	.8W-15-4
G102	.8W-15-2	S104	.8W-15-2
G103	.8W-15-2	S106	.8W-15-2
G104	.8W-15-3	S112	.8W-15-3
G105	.8W-15-3	S119	.8W-15-3
G106	.8W-15-4	S122	.8W-15-3
G107	.8W-15-4	S125	.8W-15-4





CHARGING SYSTEM

CHARGING SYSTEM

The charging system is an integral part of the battery and starting systems. Because all these systems work in conjunction, diagnose and test them together.

Circuit A11 connects to the generator output terminal and splices to fuse 2 and fuse 6 in the Power Distribution Center (PDC). Circuit A0 connects the battery to the PDC.

Circuit Z0 provides ground for the generator. Circuit Z0 attaches to the right side rear of the engine.

When the ignition switch is in either the START or RUN position, it connects circuit A1 from fuse 4 in the PDC to circuit A21. Circuit A21 powers fuse 5 in the fuse block. Circuit G50 from fuse 5 splices to power the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity 51 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit A14 from fuse 1 in the PDC to circuit A142. Circuit A142 splices to the generator field terminal.

The PCM has an internal voltage regulator that controls generator output. The PCM controls the generator field on circuit K20. Circuit K20 connects to PCM cavity 20.

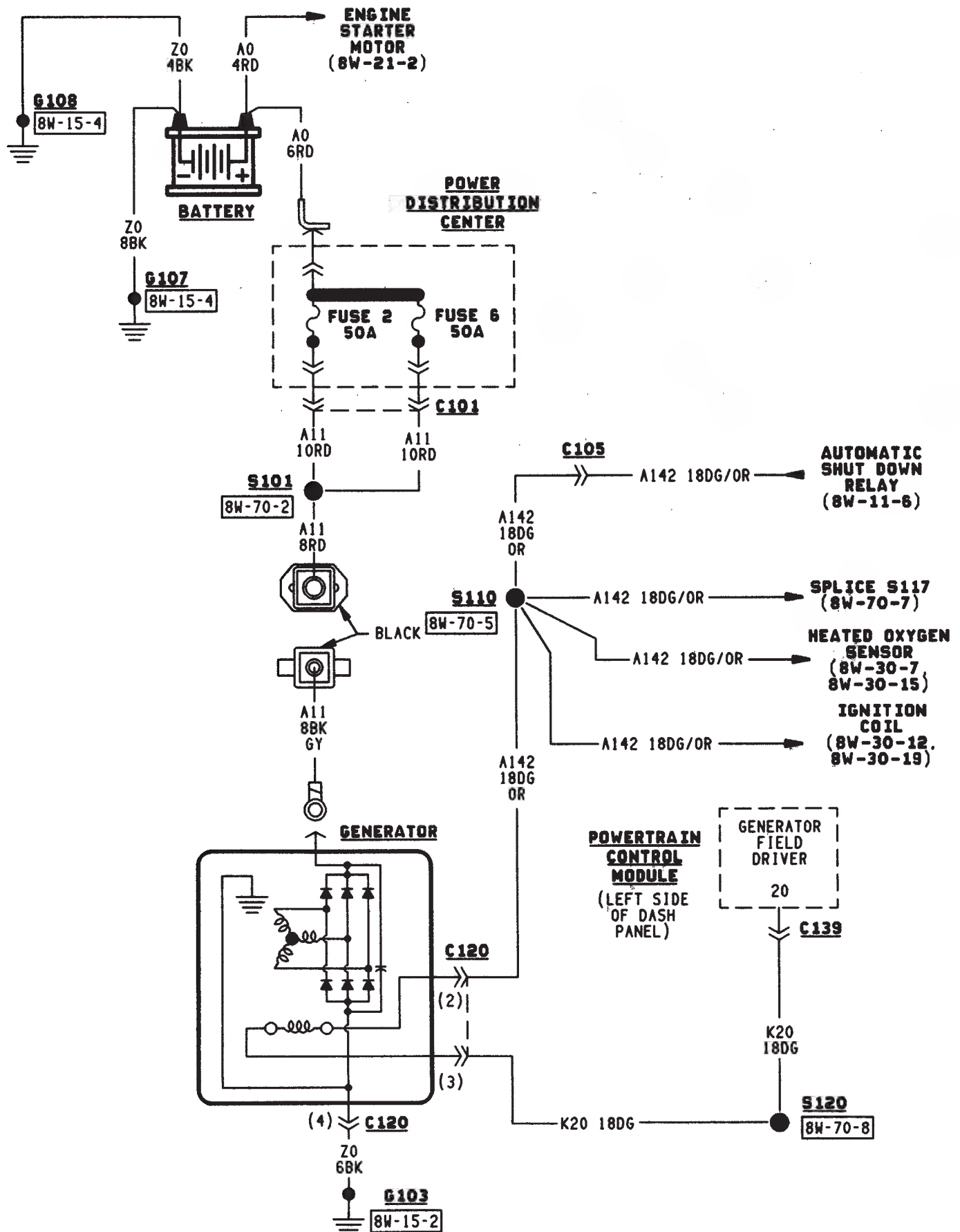
When the engine operates and there is current in the generator field, the generator produces a B+ voltage. The generator supplies B+ voltage to the battery through the A11 and A0 circuits.

HELPFUL INFORMATION

- The ignition switch also connects circuit A1 with circuits A41, A22, and A31.
- Circuit A21 also powers fuse 9 in the fuse block.
- Circuit G50 also powers the coil sides of the fuel pump relay and the torque convertor clutch (TCC) relay.
- The ASD relay supplies battery voltage for the fuel injectors, ignition coil, and the heated oxygen sensor.
- Circuit K51 also provides ground for the coil side of the fuel pump relay.

DIAGRAM INDEX

Component	Page
Battery	8W-20-2
Fuse 2 (PDC)	8W-20-2
Fuse 6 (PDC)	8W-20-2
Generator	8W-20-2
Powertrain Control Module (PCM)	8W-20-2



STARTING SYSTEM

STARTING SYSTEM

AUTOMATIC TRANSMISSIONS

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the engine starter motor. The other A0 branch supplies voltage to the bus bar in the Power Distribution Center (PDC).

The PDC supplies battery voltage to the engine starter motor solenoid on circuit T40 when the coil side of the engine starter motor relay energizes. Circuit A1 from the fuse 4 in the PDC supplies battery voltage to the contact side of the starter motor relay.

The ignition switch supplies battery voltage to the coil side of the starter motor relay on circuit A41 when the key is moved to the START position and the Park/Neutral position switch is closed. Ground for the coil side of the starter motor relay is supplied by the case grounded Park/Neutral position switch. Circuit T41 connects the coil side of the relay to the Park/Neutral position switch.

When the starter motor relay energizes and the contacts close, circuit T40 supplies battery voltage to the starter motor solenoid. Circuit A0 from the battery supplies voltage to the starter motor when the solenoid energizes.

MANUAL TRANSMISSIONS

Circuit A0 from the battery is double crimped at the positive battery post. One branch of circuit A0 (battery positive cable) connects to the battery starter motor. The other A0 branch supplies voltage to the bus bar in the Power Distribution Center (PDC).

The PDC supplies battery voltage to the engine starter motor solenoid on circuit T40 when the coil side of the engine starter motor relay energizes. Circuit A1 from the fuse 4 in the PDC supplies battery voltage to the contact side of the starter motor relay.

The ignition switch supplies battery voltage to the coil side of the starter motor relay on circuit A41 when the key is moved to the START position. Circuit T41 from the coil side of the relay connects to a Z2 jumper wire in the back-up lamp switch. Circuit Z2 provides ground for the starter motor relay.

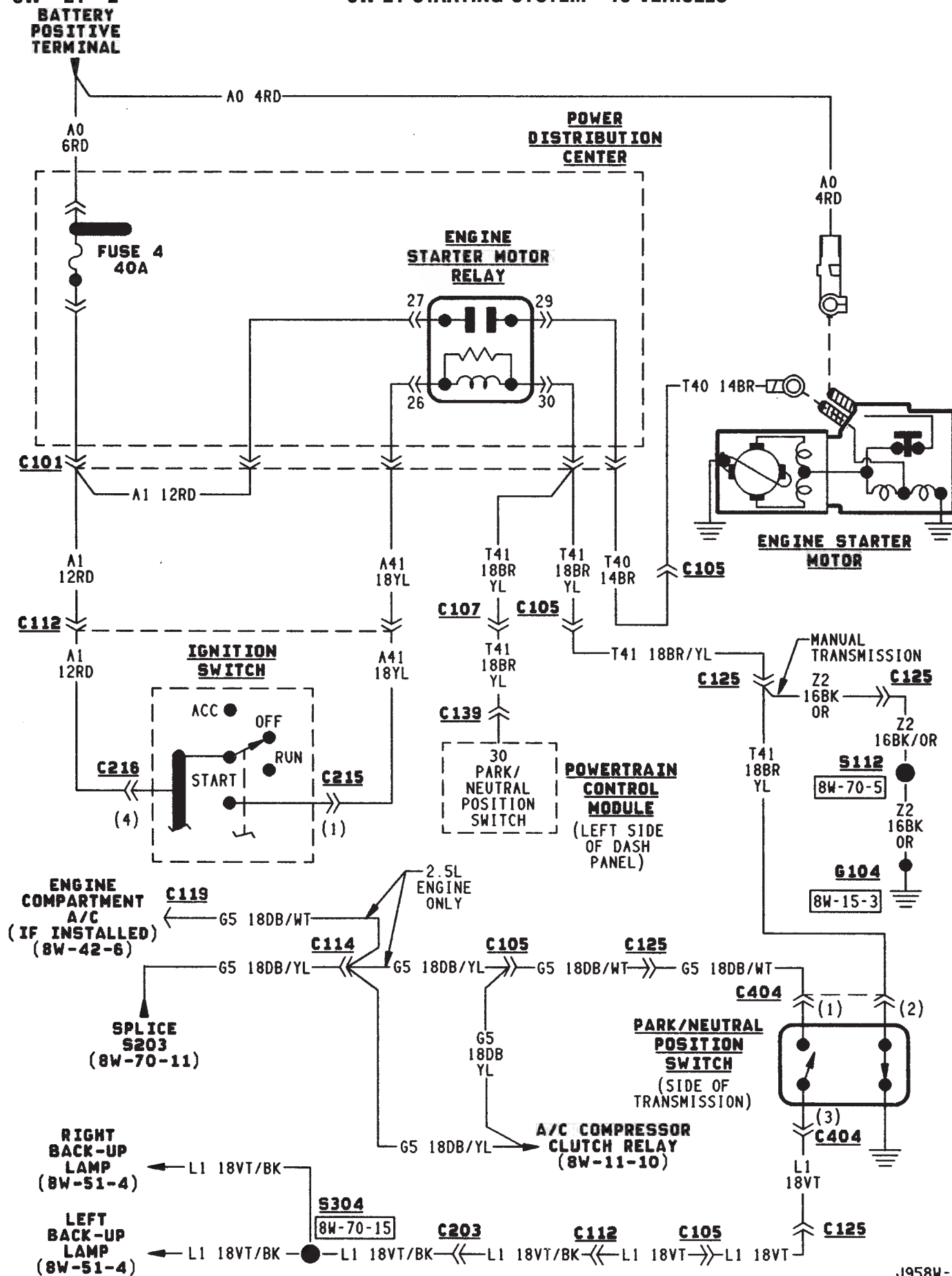
When the starter motor relay energizes and the contacts close, circuit T40 supplies battery voltage to the starter motor solenoid. Circuit A0 from the battery supplies voltage to the starter motor when the solenoid energizes.

HELPFUL INFORMATION

- The Park/Neutral switch closes when the transmission is in either the PARK or NEUTRAL positions.
- Circuit T41 also connects to cavity 30 of the Powertrain Control Module (PCM). This input tells the PCM the operator is starting the vehicle.

DIAGRAM INDEX

Component	Page
Engine Starter Motor	8W-21-2
Engine Starter Motor Relay	8W-21-2
Ignition Switch	8W-21-2
Park/Neutral Position Switch	8W-21-2
Power Distribution Center (PDC)	8W-21-2
Powertrain Control Module (PCM)	8W-21-2
Fuse 4 (PDC)	8W-21-2



FUEL/IGNITION

INDEX

	page		page
Automatic Shut Down (ASD) Relay	1	Idle Air Control (IAC) Motor	2
Battery Feed	2	Ignition Coil	2
Brake Switch Input	5	Ignition Switch	1
Camshaft Position Sensor	3	Intake Air Temperature Sensor	4
Crankshaft Position Sensor	3	Malfunction Indicator Lamp (MIL)	5
Data Link Connector	5	Manifold Absolute Pressure Sensor	4
Diagram Index	5	Park/Neutral Position Switch	4
Engine Coolant Temperature Sensor	3	Power (Device) Ground	5
Fuel Injectors	2	Power Steering Pressure Switch	4
Fuel Pump Module	2	Tachometer Signal	5
Fuel Pump Relay	2	Throttle Position Sensor	4
Heated Oxygen Sensor	3	Vehicle Speed Sensor	3

IGNITION SWITCH

Circuit A1 from fuse 4 in the Power Distribution Center (PDC), supplies battery voltage to the ignition switch. Depending upon position, the ignition switch powers circuits A21, A22, A31, and A41.

START POSITION

In the START position, the ignition switch connects circuit A1 to circuit A41. Circuit A41 connects to the coil side of the starter motor relay.

Also in the START position, the case grounded ignition switch provides ground for the brake lamp switch and parking brake lamp switch on circuit G11.

START OR RUN POSITION

In the START and RUN position, the ignition switch connects circuit A1 with circuit A21. The A21 circuit connects to fuses 5 and 9 in the fuse block. Fuse 9 powers circuit G5. Fuse 5 powers circuit G50.

- Circuit G5 powers the buzzer module. Circuit G5 also splices to power the daytime running lamps module (Canada only), A/C compressor clutch relay, heated rear window relay, and the gauges and indicator lamps in the instrument cluster.

RUN (ONLY) POSITION

When the ignition switch is in the RUN position, it connects circuit A1 to circuit A22. Circuit A22 powers fuses 1, 12, and 13 in the fuse block.

- Fuse 1 powers the rear wiper system on circuit V23.
- Fuse 12 feeds the blower motor and air conditioning system on circuit C1.
- Fuse 13 feeds circuit F15 which powers the ABS module and connects to the coil side of the ABS power relay.

ACCESSORY OR RUN POSITION

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 to circuit A31. Circuit A31 connects to a bus bar in the fuse block that feeds fuses 4 and 7 along with the circuit breaker in cavity 11.

- Fuse 4 powers circuit L5 which feeds the turn signal flasher.
- Fuse 7 powers circuit F30. Circuit F30 supplies power to the radio, radio relay, and the cigar lighter.
- The circuit breaker in cavity 11 powers the V6 circuits which feed the wiper switch and wiper motor.

AUTOMATIC SHUT DOWN (ASD) RELAY

When the ignition switch is in either the START or RUN position, it connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers fuse 5 in the fuse block. Circuit G50 from fuse 5 splices to power the coil side of the Automatic Shut Down (ASD) relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity 51 of the PCM.

When the PCM grounds the ASD relay, contacts inside the relay close and connect circuit A14 from fuse 1 in the PDC to circuit A142. Circuit A142 splices to the generator field terminal, fuel injectors, ignition coil, and heated oxygen sensor. Circuit A142 also connects to cavity 57 of the PCM.

Circuit A14 from fuse 1 in the PDC supplies battery voltage to the contact side of the ASD relay.

HELPFUL INFORMATION

- Along with supplying voltage to the ASD relay contacts, circuit A14 supplies voltage to the contact side of the fuel pump relay.
- Circuit G50 also supplies battery voltage to the coil side of the fuel pump relay.
- Circuit A14 also connects to cavity 3 of the PCM.

BATTERY FEED

Circuit A14 from fuse 1 in the Power Distribution Center (PDC) supplies battery voltage to cavity 3 of the Powertrain Control Module (PCM).

HELPFUL INFORMATION

Circuit A14 also supplies power to the contact sides of the Automatic Shut Down (ASD) relay and fuel pump relay.

FUEL INJECTORS

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A14 and A142. Circuit A142 supplies voltage to the fuel injectors. Each injector has a separate ground circuit controlled by the Powertrain Control Module (PCM).

Circuit K11 provides ground for injector number one. The K11 circuit connects to cavity 16 of the PCM.

Circuit K12 provides ground for injector number two. The K12 circuit connects to cavity 15 of the PCM.

Circuit K13 provides ground for injector number three. The K13 circuit connects to cavity 14 of the PCM.

Circuit K14 provides ground for injector number four. The K14 circuit connects to cavity 13 of the PCM.

On the 4.0L engine, circuit K15 provides ground for injector number five. The K15 circuit connects to cavity 38 of the PCM.

Also on the 4.0L engine, circuit K16 provides ground for injector number six. The K16 circuit connects to cavity 58 of the PCM.

HELPFUL INFORMATION

- Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, PCM, generator, and heated oxygen sensor.
- For information about fuel injector operation, refer to Group 14.

IGNITION COIL

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A14 and A142. Circuit A142 splices to supply voltage to the ignition coil. The Powertrain Control Module (PCM) controls the ground path for the ignition coil on circuit K19. Circuit K19 connects to cavity 19 of the PCM.

HELPFUL INFORMATION

Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, PCM, generator, and heated oxygen sensor.

FUEL PUMP RELAY

When the ignition switch is in either the START or RUN position, it connects circuit A1 from fuse 4 in

the Power Distribution Center (PDC) to circuit A21. Circuit A21 powers fuse 5 in the fuse block. Circuit G50 from fuse 5 splices to power the coil side of the fuel pump relay. The Powertrain Control Module (PCM) provides ground for the relay on circuit K51. Circuit K51 connects to cavity 51 of the PCM.

When the PCM grounds the fuel pump relay, contacts inside the relay close and connect circuit A14 from fuse 1 in the PDC to circuit A141. Circuit A141 supplies voltage to the fuel pump motor (part of the in-tank fuel pump module).

HELPFUL INFORMATION

- Circuit A14 is double crimped at the fuel pump relay and supplies voltage to the contact sides of the fuel pump relay and ASD relay.
- Circuit G50 also supplies battery voltage to the coil side of the ASD relay.
- Circuit A14 also connects to cavity 3 of the PCM.

FUEL PUMP MODULE**FUEL PUMP MOTOR**

When the fuel pump relay contacts close, circuit A141 feeds the fuel pump motor. Circuit Z2 provides ground for the fuel pump motor.

FUEL LEVEL SENSOR

The fuel level sensor is a variable resistor. Circuit G4 connects the fuel level sensor to the fuel gauge in the instrument cluster. Circuit G5 from fuse 9 in the fuse block supplies voltage to the fuel gauge. The fuel level sensor draws voltage from circuit G5 through the fuel gauge on circuit G4.

Circuit Z2 provides the ground path for the fuel level sensor.

HELPFUL INFORMATION

As current flows through the coils in the fuel gauge, it creates a magnetic field. One of the coils in the gauge receives fixed current. The other coil is connected to the level sensor. The magnetic field controls the position of the fuel gauge pointer.

The fuel level sensor contains a variable resistor. As the position of the float arm on the fuel level sensor changes, the resistor changes the current flow through second coil in the fuel gauge. A change in current flow alters the magnetic field in the fuel gauge, which changes the pointer position.

IDLE AIR CONTROL (IAC) MOTOR

The Powertrain Control Module (PCM) operates the idle air control motor through 4 circuits - K39, K40, K59, and K60. Each circuit connects to separate cavities in the PCM connector.

- Circuit K39 connects to cavity 39 of the PCM.
- Circuit K40 connects to cavity 40 of the PCM.
- Circuit K59 connects to cavity 59 of the PCM.

- Circuit K60 connects to cavity 60 of the PCM.

VEHICLE SPEED SENSOR

Circuit K7 supplies 8 volts from the Powertrain Control Module (PCM) to the vehicle speed sensor. The K7 circuit connects to cavity 7 of the PCM.

Circuit G7 from the vehicle speed sensor provides an input signal to the PCM. The G7 circuit connects to cavity 47 of the PCM.

The PCM provides a ground for the vehicle speed sensor signal (circuit G7) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

- Circuit G7 splices to the speedometer, and Day-time Running Lamp module (DRL).
- Circuit K7 splices to supply 8 volts to the camshaft position sensor and crankshaft position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Intake air temperature sensor

HEATED OXYGEN SENSOR

When the Automatic Shut Down (ASD) relay contacts close, they connect circuits A14 and A142. Circuit A142 splices to supply voltage to the heated oxygen sensor.

Circuit K41 delivers the signal from the heated oxygen sensor to the Powertrain Control Module (PCM). Circuit K41 connects to cavity 41 of the PCM.

The PCM provides a ground for the heated oxygen sensor signal (circuit K41) through circuit K4. Circuit K4 connects to cavity 4 of the PCM connector.

Circuit Z1 provides a ground for the heater circuit in the sensor. Circuit Z1 terminates at the rear of the engine.

HELPFUL INFORMATION

- Along with supplying voltage to the ASD relay contacts, circuit A14 supplies voltage to the contact side of the fuel pump relay.
- Circuit A142 splices to supply voltage to the fuel injectors, ignition coil, and heated oxygen sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

CAMSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 8 volts to the camshaft position sensor (in distributor) on circuit K7. Circuit K7 connects to cavity 7 of the PCM.

The PCM receives the camshaft position sensor signal on circuit K44. Circuit K44 connects to cavity 44 of the PCM.

The PCM provides a ground for the camshaft position sensor signal (circuit K44) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

- Circuit K7 splices to supply 8 volts to the crankshaft position sensor and the vehicle speed sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

CRANKSHAFT POSITION SENSOR

The Powertrain Control Module (PCM) supplies 8 volts to the crankshaft position sensor on circuit K7. Circuit K7 connects to cavity 7 of the PCM.

The PCM receives the crankshaft position sensor signal on circuit K24. Circuit K24 connects to cavity 24 of the PCM.

The PCM provides a ground for the crankshaft position sensor (circuit K24) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

- Circuit K7 splices to supply 8 volts to the crankshaft position sensor and the vehicle speed sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

ENGINE COOLANT TEMPERATURE SENSOR

The engine coolant temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K2. From circuit K2, the engine coolant temperature sensor draws up to 5 volts from the PCM. The sensor is a variable resistor. As coolant temperature changes, the resistance in the sensor changes, causing a change in current draw. The K2 circuit connects to cavity 2 of the PCM.

The PCM provides a ground for the engine coolant temperature sensor signal (circuit K2) through circuit K4. Circuit K4 connects to cavity 4 of the PCM connector.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Vehicle speed sensor

THROTTLE POSITION SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the Throttle Position Sensor (TPS). Circuit K6 connects to cavity 6 of the PCM.

Circuit K22 delivers the TPS signal to the PCM. Circuit K22 connects to cavity 22 of the PCM.

The PCM provides a ground for the throttle position sensor signal (circuit K22) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for throttle position sensor operation.

Circuit K6 splices to supply 5 volts to the Manifold Absolute Pressure (MAP) sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR

From the Powertrain Control Module (PCM), circuit K6 supplies 5 volts to the Manifold Absolute Pressure (MAP) sensor. Circuit K6 connects to cavity 6 of the PCM.

Circuit K1 delivers the MAP signal to the PCM. Circuit K1 connects to cavity 1 of the PCM.

The PCM provides a ground for the MAP sensor signal (circuit K1) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

Refer to Group 14 for MAP sensor operation.

Circuit K6 splices to supply 5 volts to the throttle position sensor.

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Intake air temperature sensor
- Throttle position sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

INTAKE AIR TEMPERATURE SENSOR

The intake air temperature sensor provides an input to the Powertrain Control Module (PCM) on circuit K21. Circuit K21 connects to cavity 21 of the PCM.

From circuit K21, the intake air temperature sensor draws voltage from the PCM. The sensor is a variable resistor. As intake air temperature changes, the resistance in the sensor changes, causing a change in current draw.

The PCM provides a ground for the intake air temperature sensor signal (circuit K21) through circuit K4. Circuit K4 connects to cavity 4 of the PCM.

HELPFUL INFORMATION

Circuit K4 splices to supply ground for the signals from the following:

- Heated oxygen sensor
- Camshaft position sensor
- Crankshaft position sensor
- Throttle position sensor
- Manifold absolute pressure sensor
- Engine coolant temperature sensor
- Vehicle speed sensor

PARK/NEUTRAL POSITION SWITCH

When closed, the case-grounded park/neutral position switch provides a ground path on circuit T41 for the coil side of the starter motor relay. Circuit A41 from the ignition switch provides battery voltage to the coil side of the relay.

Circuit T41 splices to cavity 30 of the Powertrain Control Module (PCM). The park/neutral position switch provides an input to the (PCM).

HELPFUL INFORMATION

- In the START position, the ignition switch connects circuit A1 from the Power Distribution Center (PDC) to circuit A41. Fuse 4 in the fuse block protects circuits A1 and A41.
- The Park/Neutral position switch and back-up lamp switch are molded together.

POWER STEERING PRESSURE SWITCH

The Powertrain Control Module (PCM) supplies voltage to the power steering pressure switch on circuit K10. Circuit Z1 provides ground for the switch. When the switch closes, voltage flows through the

switch to ground on circuit Z1. The switch closes during periods of high power steering pump load and low engine speed; such as parking maneuvers. Circuit K10 connects to cavity 10 of the PCM.

TACHOMETER SIGNAL

The Powertrain Control Module (PCM) supplies the signal for the tachometer on circuit G21. Circuit G21 connects to cavity 43 of the PCM.

MALFUNCTION INDICATOR LAMP (MIL)

The Powertrain Control Module (PCM) provides ground for the instrument cluster malfunction indicator lamp on circuit G3. The MIL displays the message CHECK ENGINE when illuminated. Circuit G5 provides voltage for the lamp.

DATA LINK CONNECTOR

Circuit G50 supplies battery voltage to the data link connector. Circuit G50 originates at fuse 5 in the fuse block. Circuit G50 is double crimped at the data link connector and connects to cavity 9 of the Powertrain Control Module (PCM).

Circuit A21 from the ignition switch powers fuse 5 when the switch is in the START or RUN positions. In the START or RUN position the ignition switch connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) with circuit A21.

Circuit D20 connects to cavity 45 of the PCM. Circuit D20 is the SCI receive circuit for the PCM.

Circuit D21 connects to cavity 25 of the PCM. Circuit D21 is the SCI transmit circuit for the PCM.

Circuit Z11 provides ground for the data link connector. Circuit Z11 splices to circuit Z1 which terminates at the right rear of the engine. Circuit Z11 also connects to cavity 5 of the PCM.

HELPFUL INFORMATION

- Circuit Z1 also supplies a ground for the PCM high current drivers.
- If the system loses ground for the Z1 and Z11 circuits at the right rear of the engine, the vehicle will not operate. Check the connection at the ganged-ground circuit eyelet.

BRAKE SWITCH INPUT

Circuit V40 provides the brake switch input to the Powertrain Control Module (PCM). Circuit V40 connects to cavity 29 of the PCM.

POWER (DEVICE) GROUND

Circuit Z11 connects to cavities 11 and 12 of the Powertrain Control Module (PCM). The Z1 circuit provides ground for PCM internal drivers that operate high current devices like the injectors and ignition coil.

Internal to the PCM, the power (device) ground circuit connects to the PCM sensor return circuit (from circuit K4).

HELPFUL INFORMATION

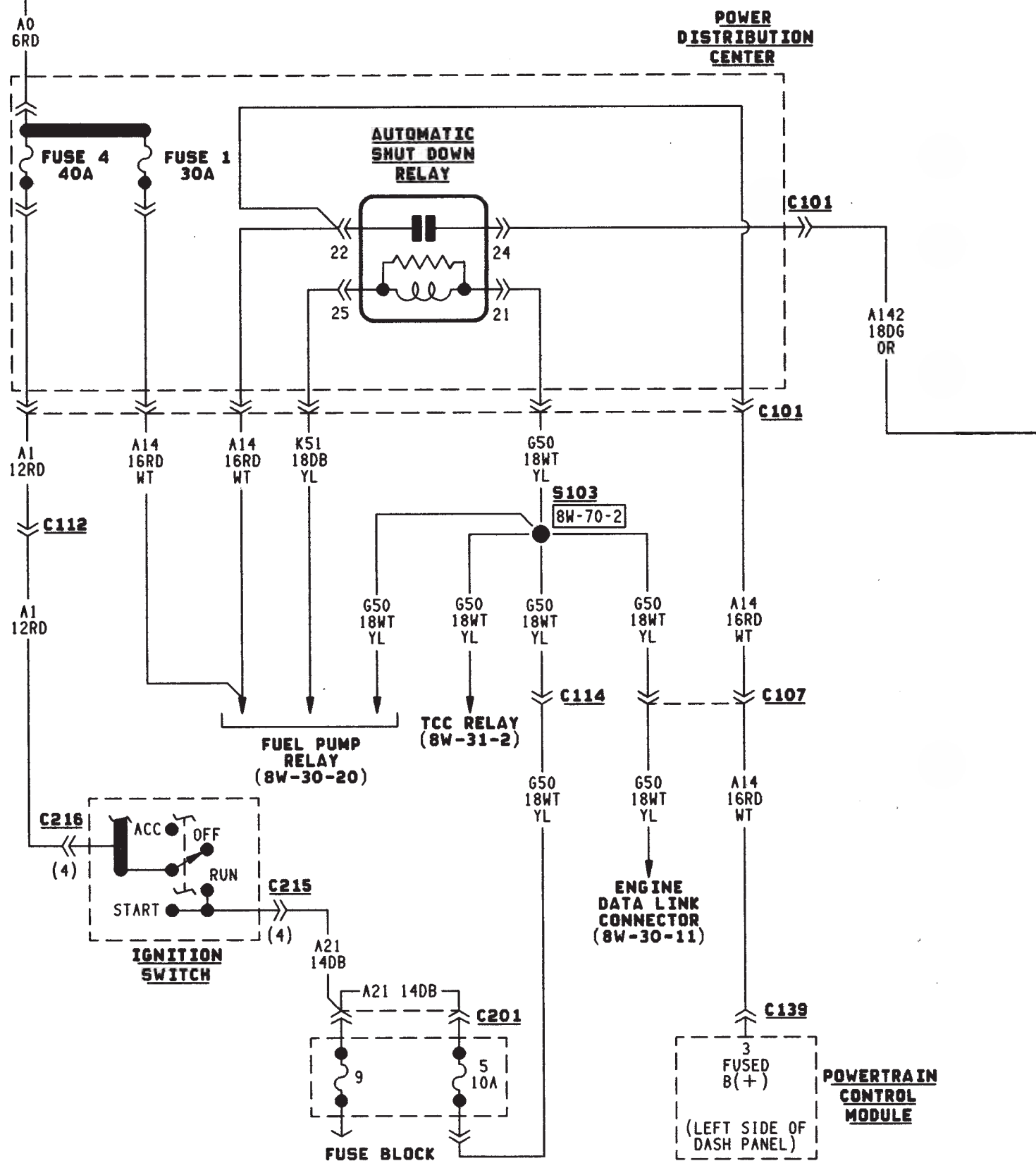
- The grounding point for circuit Z1 is the right rear of the engine.
- If the system loses ground for the Z1 circuits at the rear of the engine, the vehicle will not operate. Check the connection at the ganged-ground circuit eyelet.

DIAGRAM INDEX

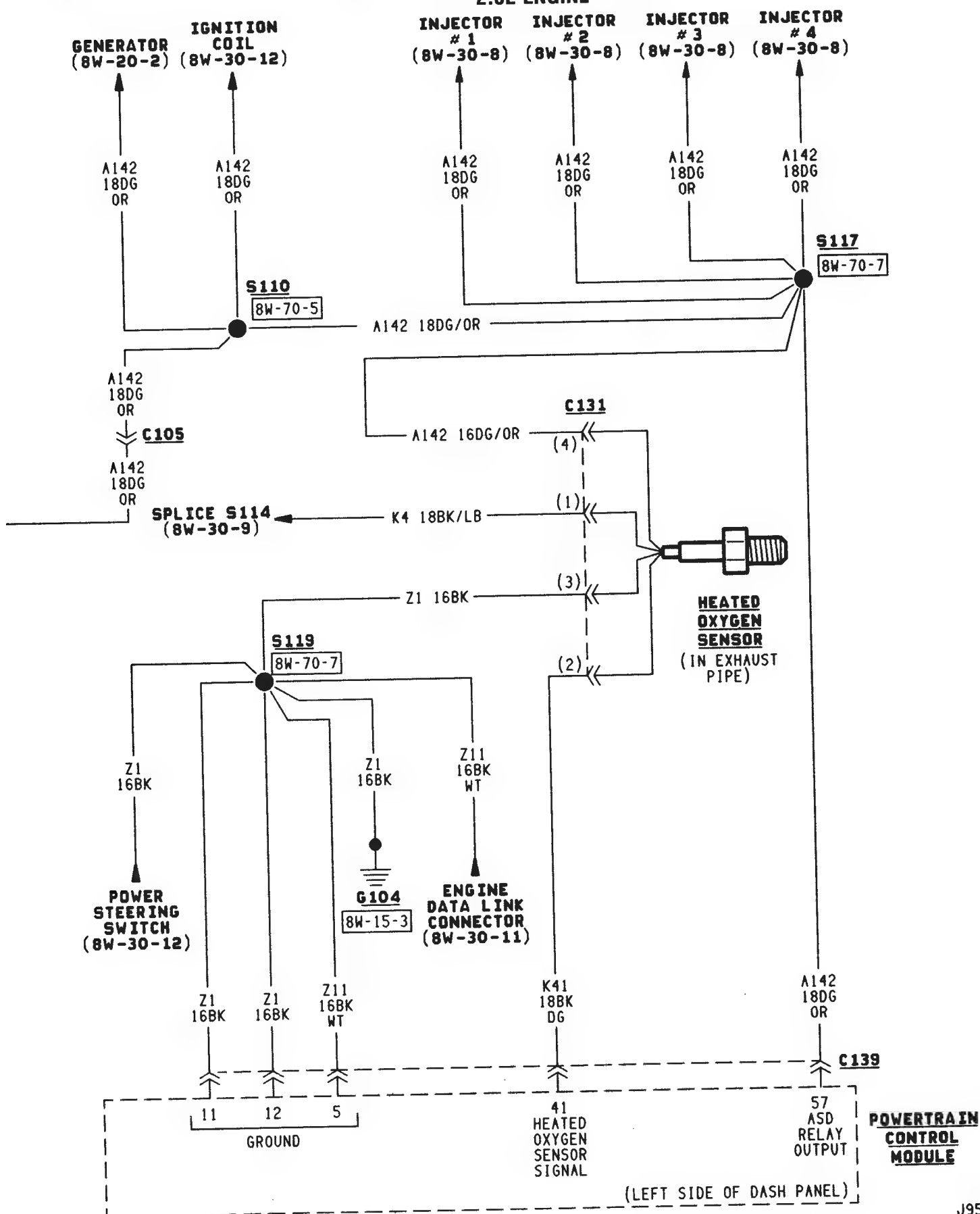
Component	Page
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Crankshaft Position Sensor	8W-30-10, 16
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Fuse 4 (PDC)	8W-30-6, 14
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Power Steering Pressure Switch	8W-30-12
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Throttle Position Sensor	8W-30-9, 18
Vehicle Speed Sensor	8W-30-11, 17

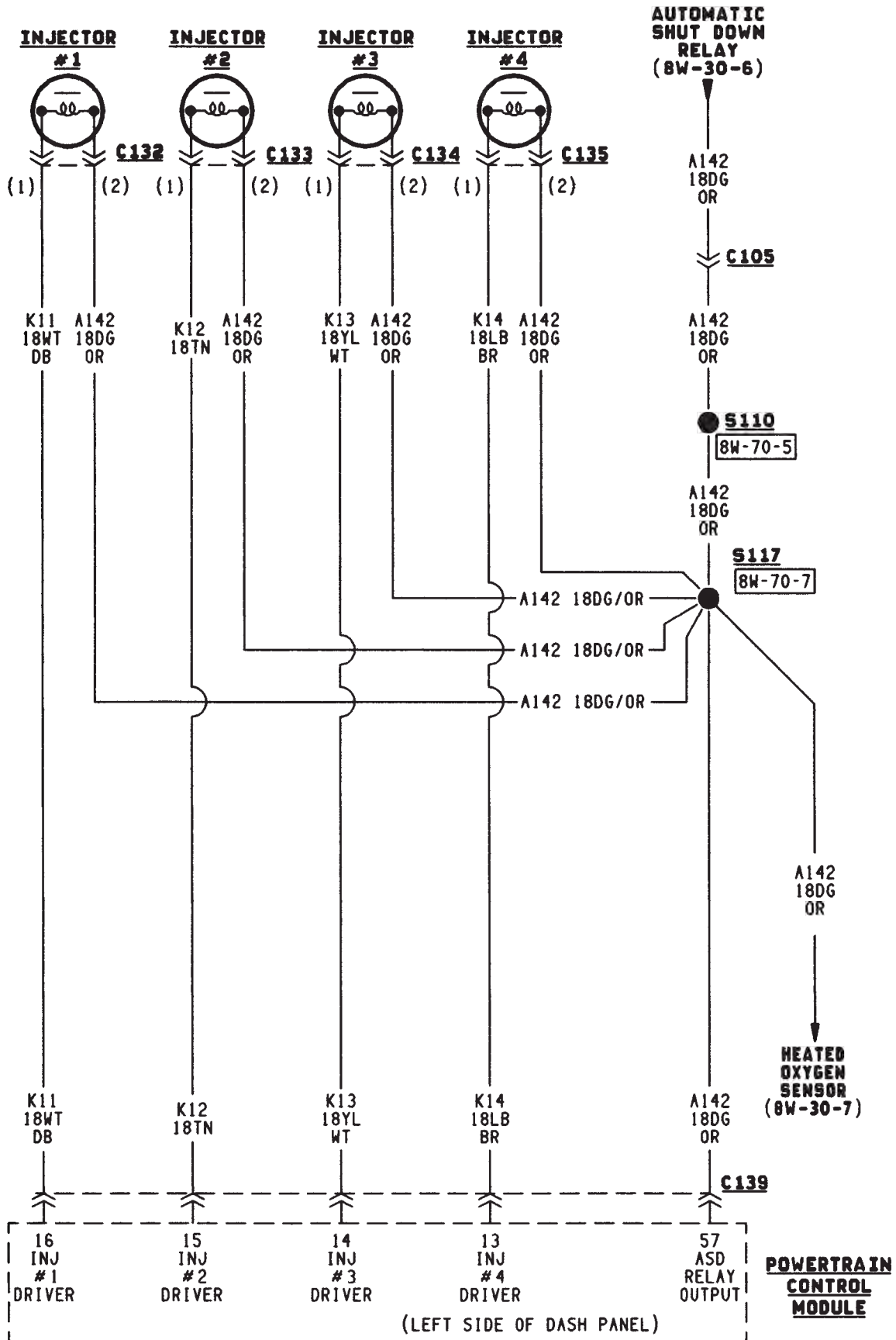
**BATTERY
POSITIVE
TERMINAL**

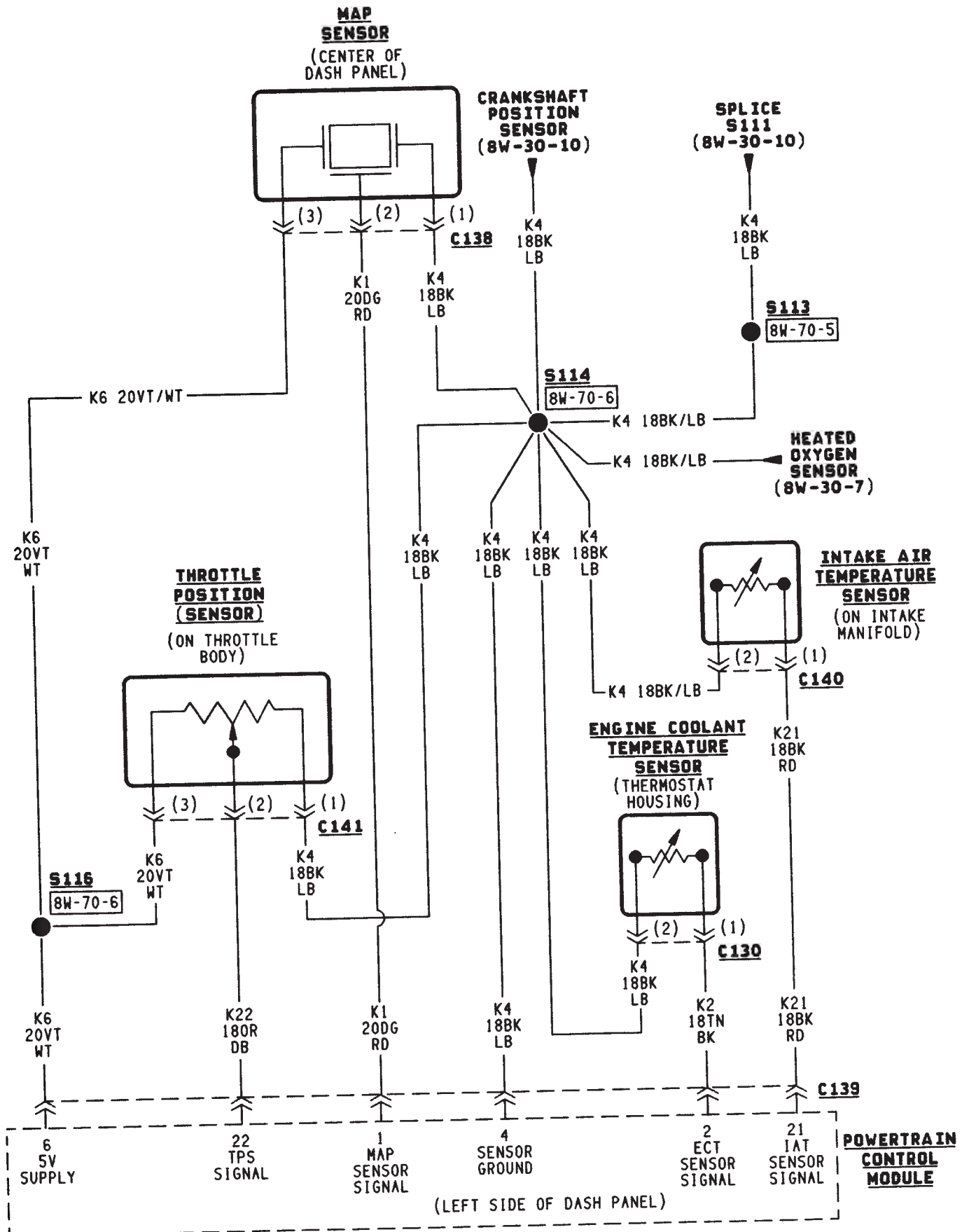
2.5L ENGINE

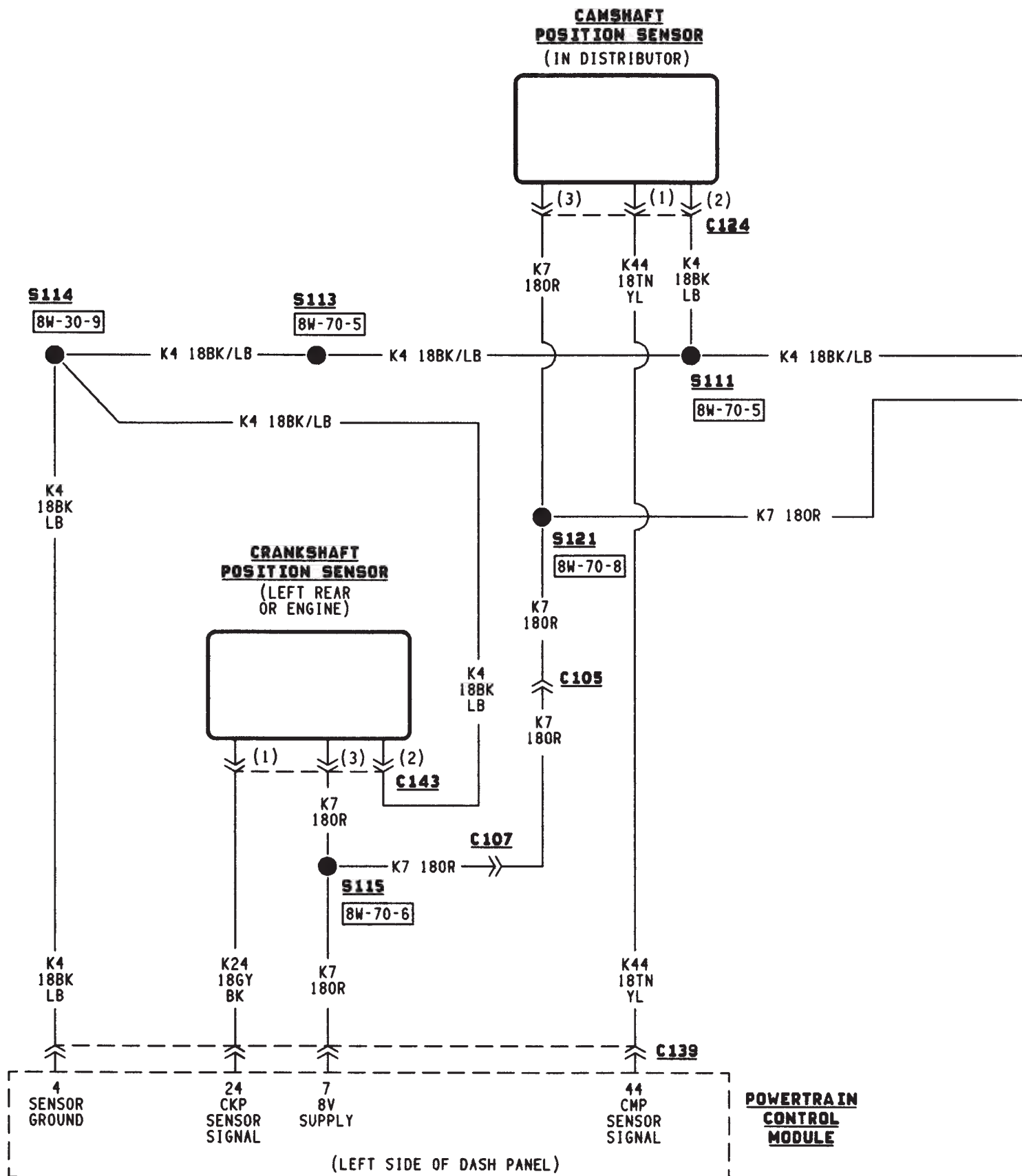


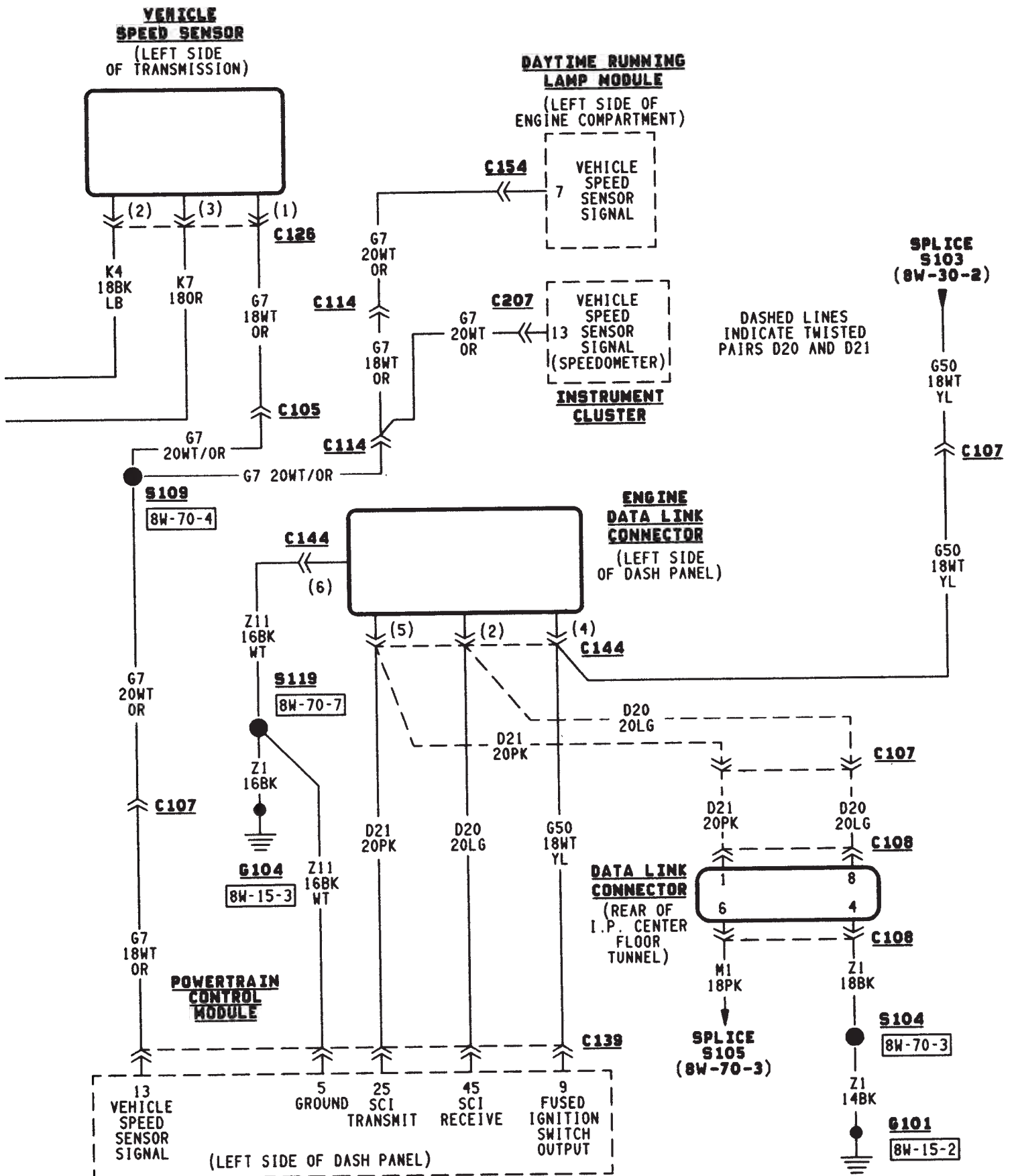
2.5L ENGINE



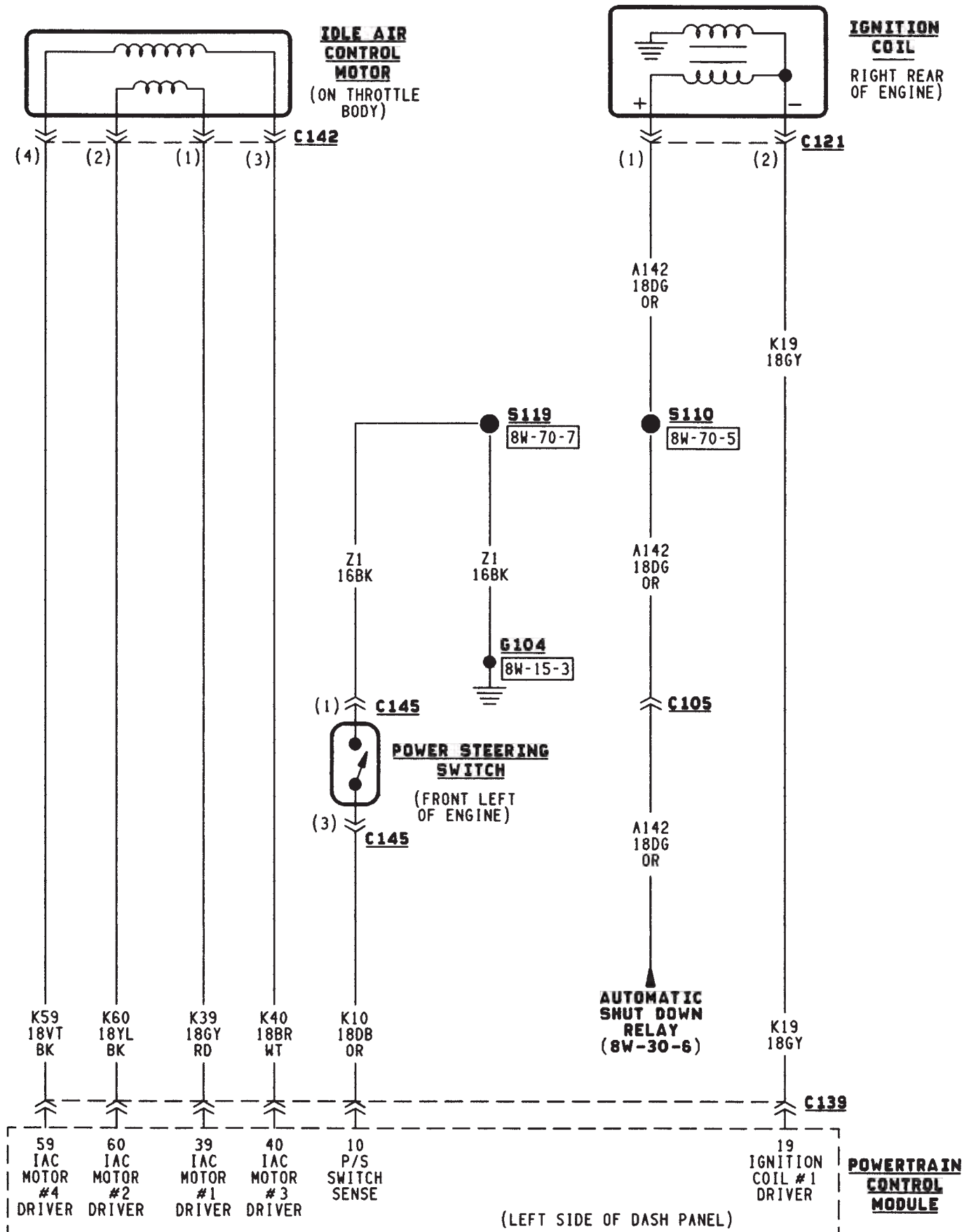


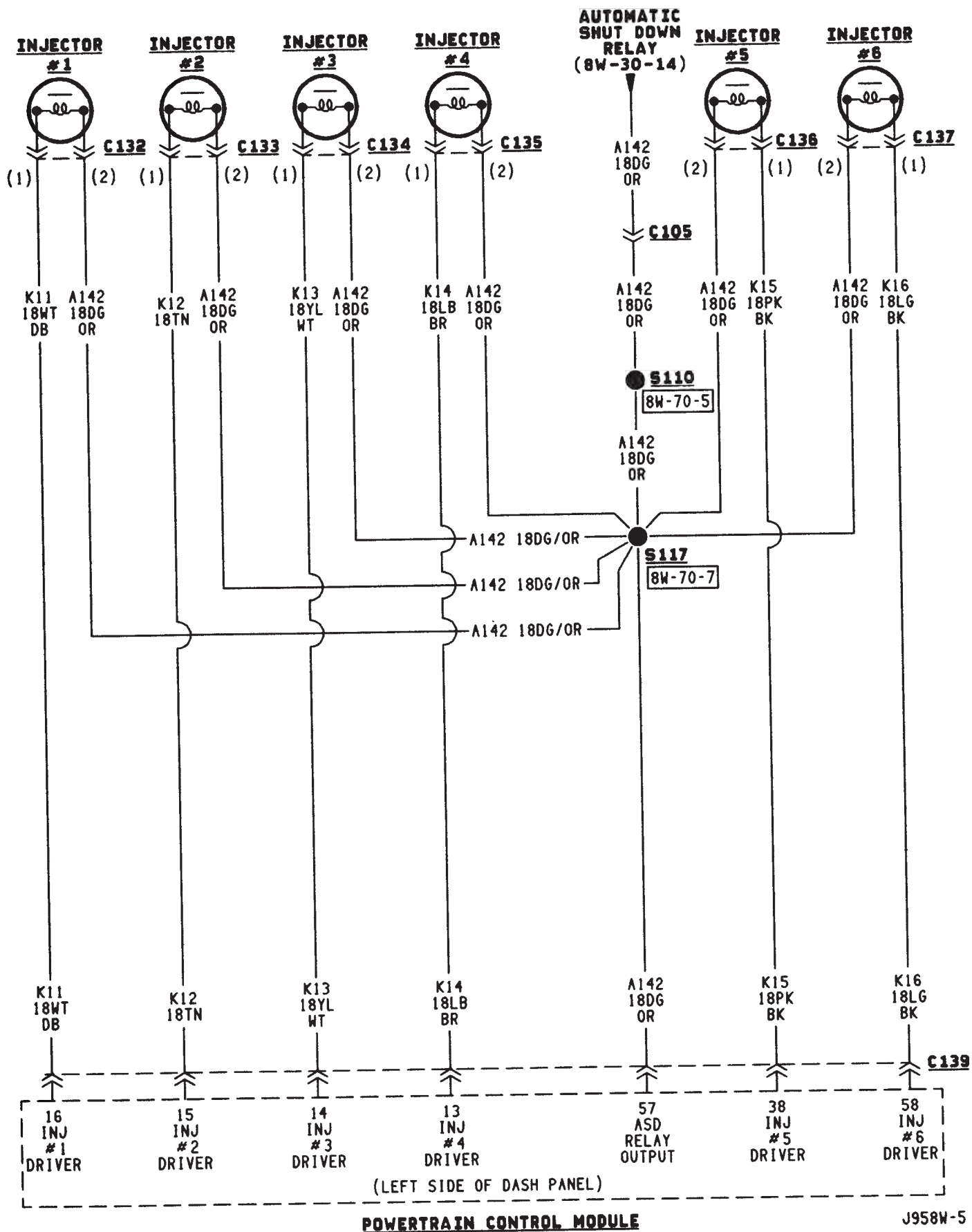


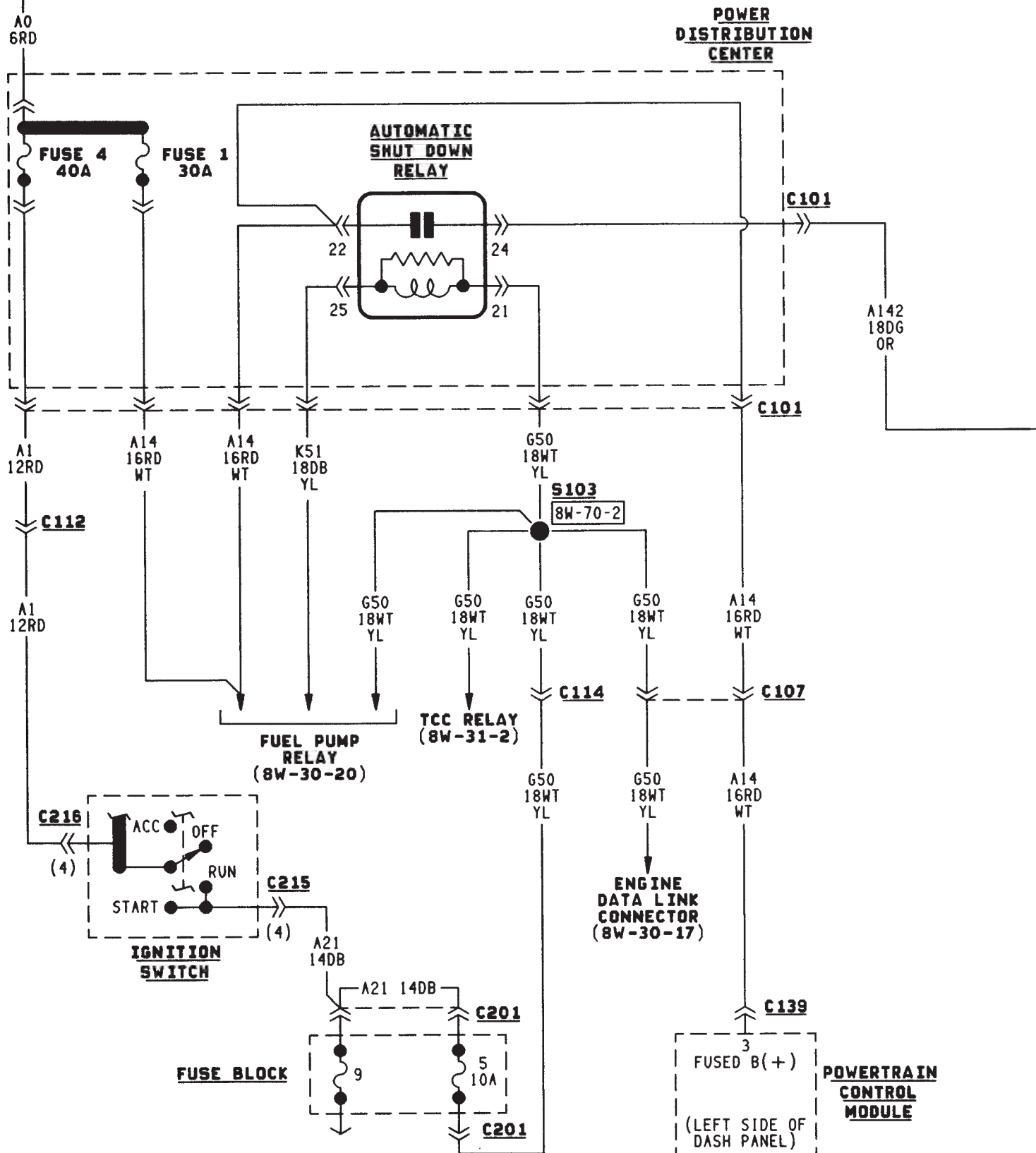




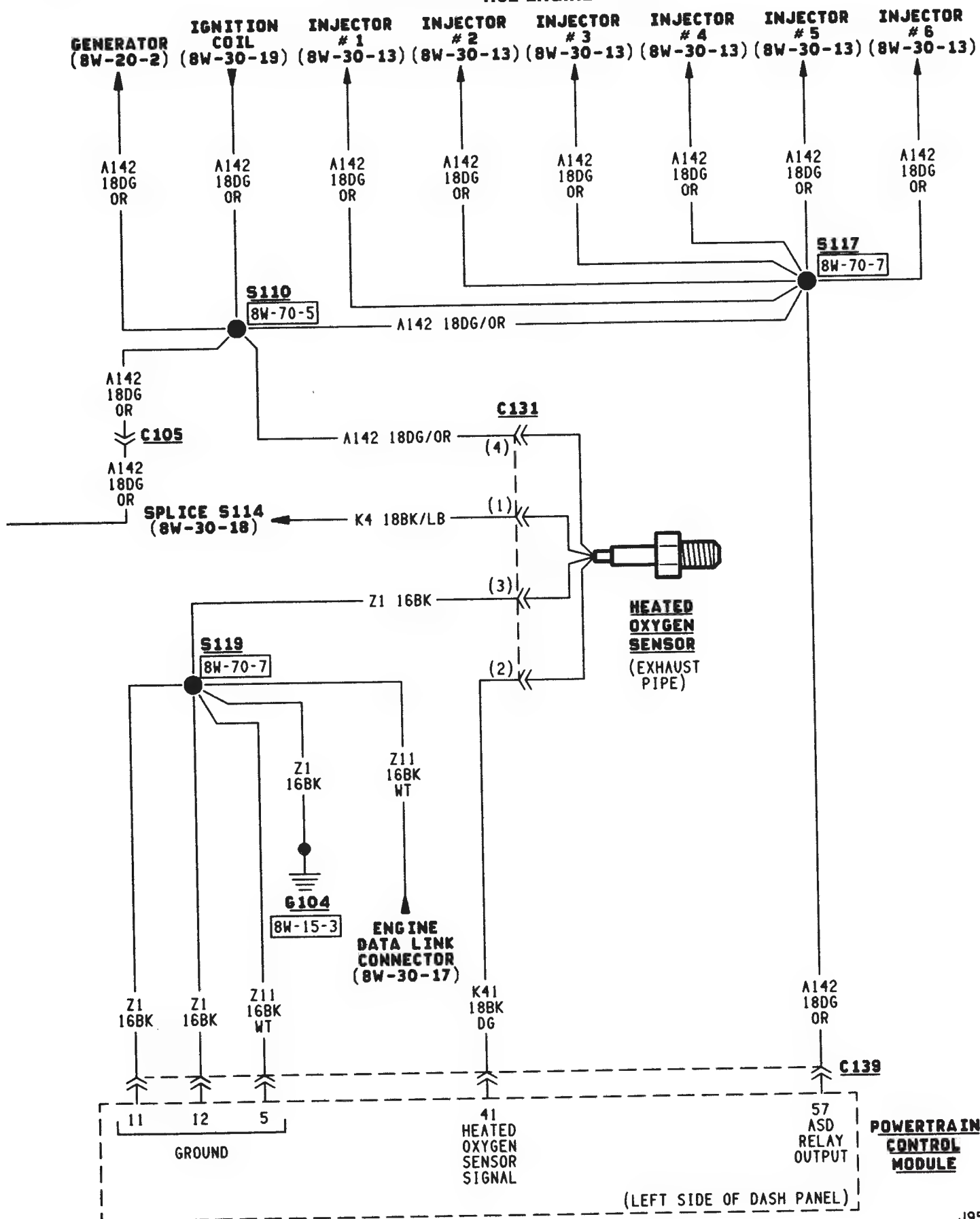
2.5L ENGINE

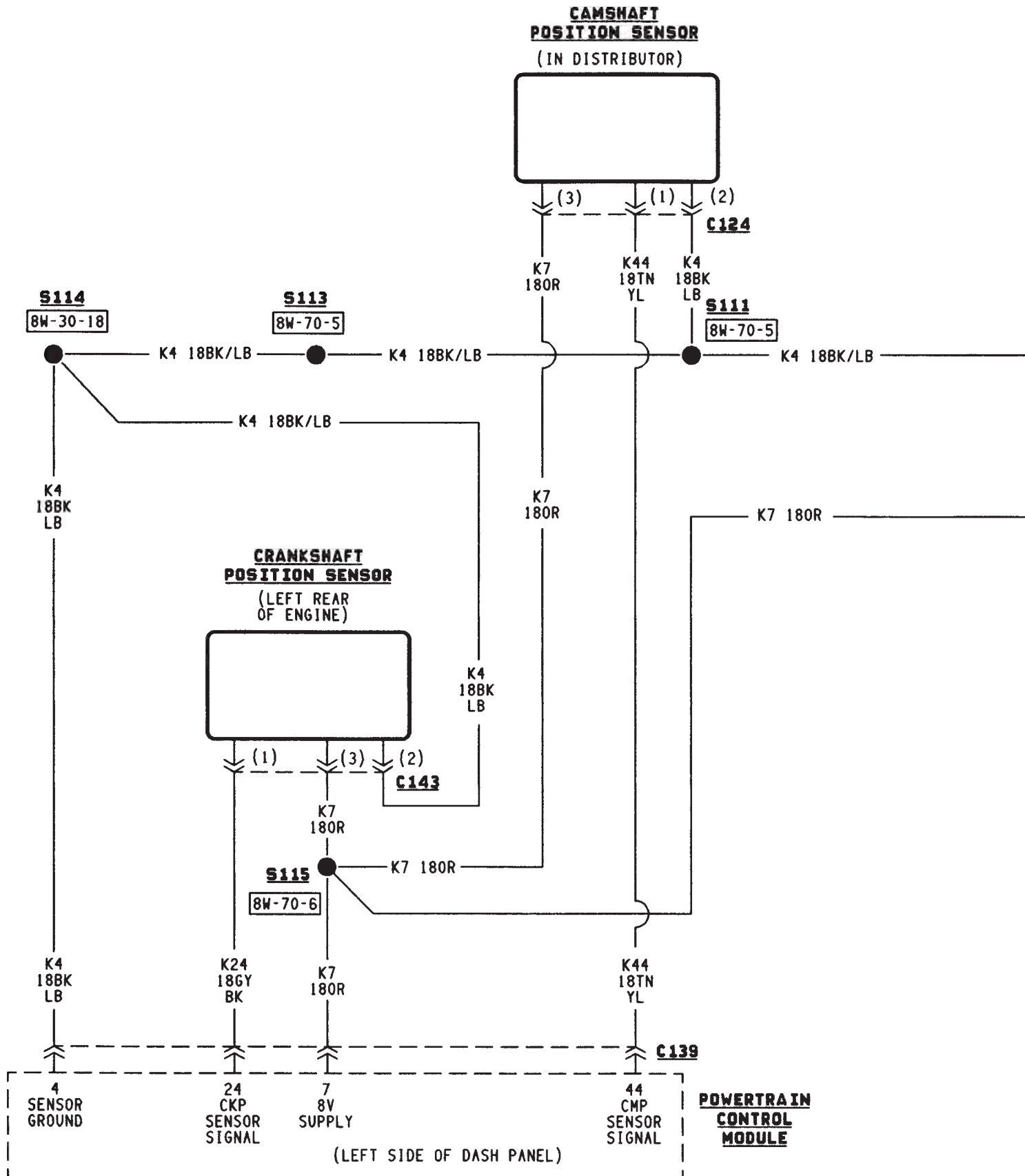




BATTERY
POSITIVE
TERMINAL

4.0L ENGINE





**VEHICLE
SPEED SENSOR**
(LEFT SIDE
OF TRANSMISSION)

**DAYTIME RUNNING
LAMP MODULE**

C154
7
VEHICLE
SPEED
SENSOR
SIGNAL

**SPLICE
S103
(8W-30-14)**

DASHED LINES
INDICATE TWISTED
PAIR D20 AND D21

**ENGINE
DATA LINK
CONNECTOR**
(LEFT SIDE
OF DASH PANEL)

**S118
8W-70-7**

**S119
8W-70-7**

**13
VEHICLE
SPEED
SENSOR
SIGNAL
(SPEEDOMETER)**

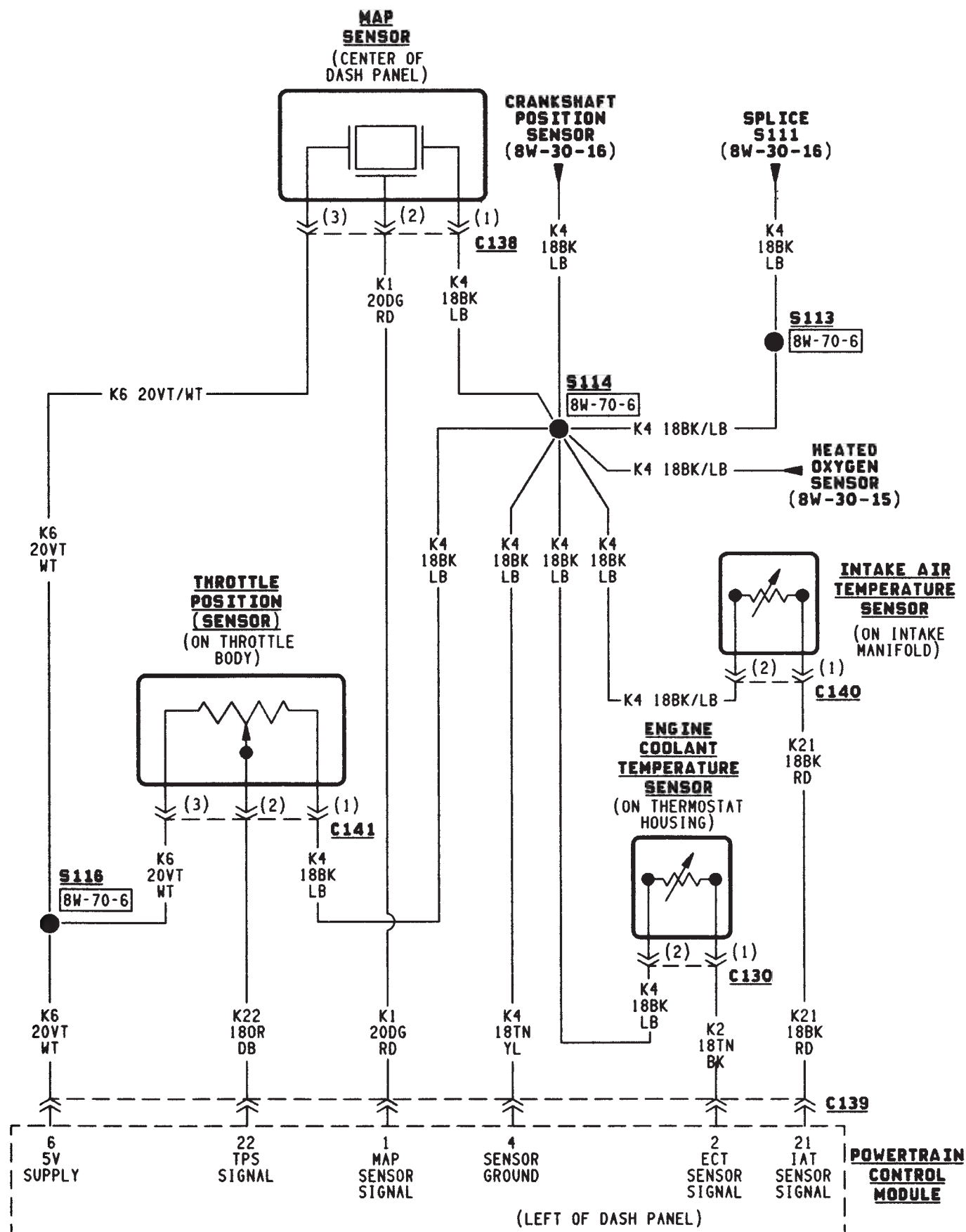
**INSTRUMENT
CLUSTER**

**G104
8W-15-3**

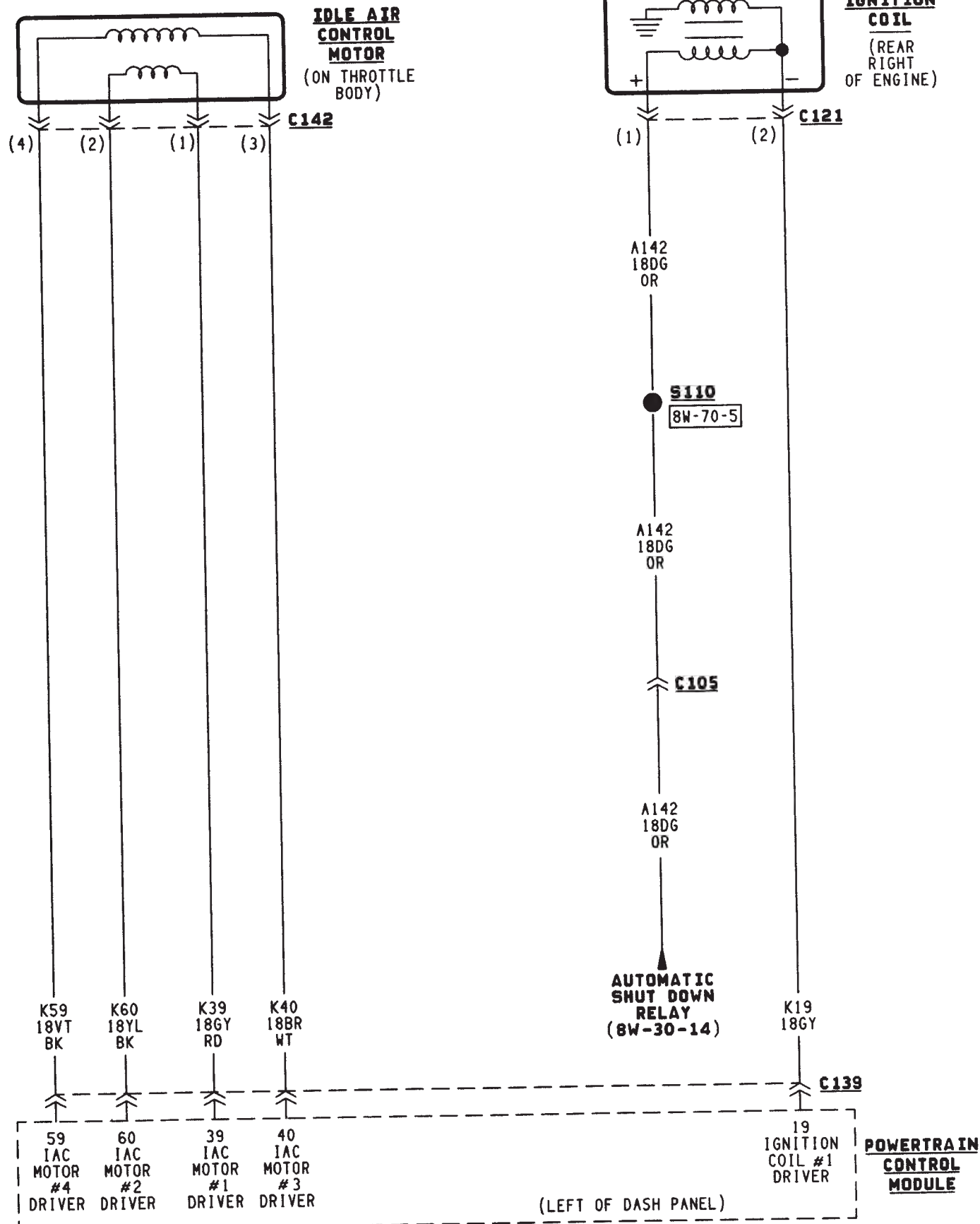
**ASB DATA
LINK CONNECTOR
(8W-32-6)**

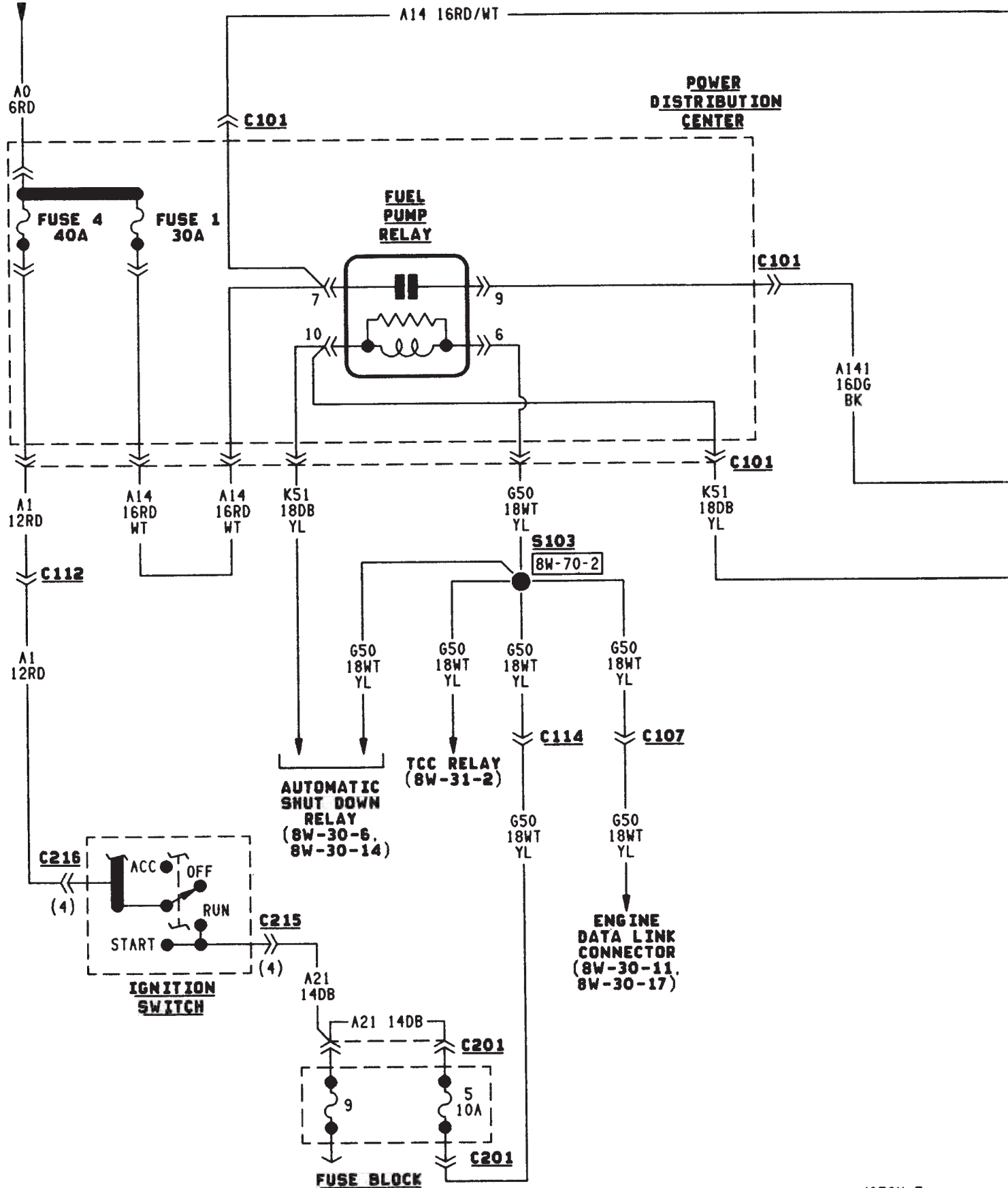
**POWERTRAIN
CONTROL
MODULE**

47 VEHICLE SPEED SENSOR SIGNAL
5 GROUND
25 SCI TRANSMIT
45 SCI RECEIVE
9 FUSED IGNITION SWITCH OUTPUT
(LEFT SIDE OF DASH PANEL)



4.0L ENGINE



BATTERY
POSITIVE
TERMINAL

AUTOMATIC
SHUT DOWN
RELAY
(8W-30-6,
8W-30-14)

A14 16RD/WT

A141 16DG/BK

C105

A141
16DG
BK

C127

A141
16DG
BK

C401

(3)

G4
18DBG4
18DB

(2)

(1)

Z2
16BK/OR

C127

Z2
16BK
OR

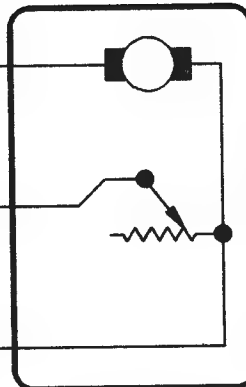
S112

8W-70-5

Z2
16BK
OR

G104

8W-15-3

**FUEL TANK
LEVEL GAUGE
SENDING UNIT
(IN FUEL TANK)**K51
18DB
YL

C107

G4
18DB

C112

G4
20DB

C225

8
FUEL
LEVEL
SENSOR
SIGNAL**GAUGE
PACKAGE**K51
18DB
YL51
ASD
RELAY
CONTROLA14
16RD
WT

C107

A14
16RD
WT

C139

3
FUSED
B(+)**POWERTRAIN
CONTROL
MODULE**

(LEFT SIDE OF DASH PANEL)

TRANSMISSION CONTROLS

TORQUE CONVERTER CLUTCH (TCC) SOLENOID AND RELAY

The TCC solenoid is only used on three-speed automatic transmissions. The Powertrain Control Module (PCM) operates the TCC solenoid by energizing the TCC relay.

Circuit G50 from fuse 5 in the Power Distribution Center (PDC) supplies voltage to the coil side of the TCC relay. When the PCM provides a ground path on circuit K54, the relay contacts close.

When the relay contacts close, they connect circuit A14 from fuse 1 in the PDC with circuit T22. Circuit T22 supplies battery voltage to the case grounded TCC solenoid. Circuit K54 connects to PCM cavity 54.

HELPFUL INFORMATION

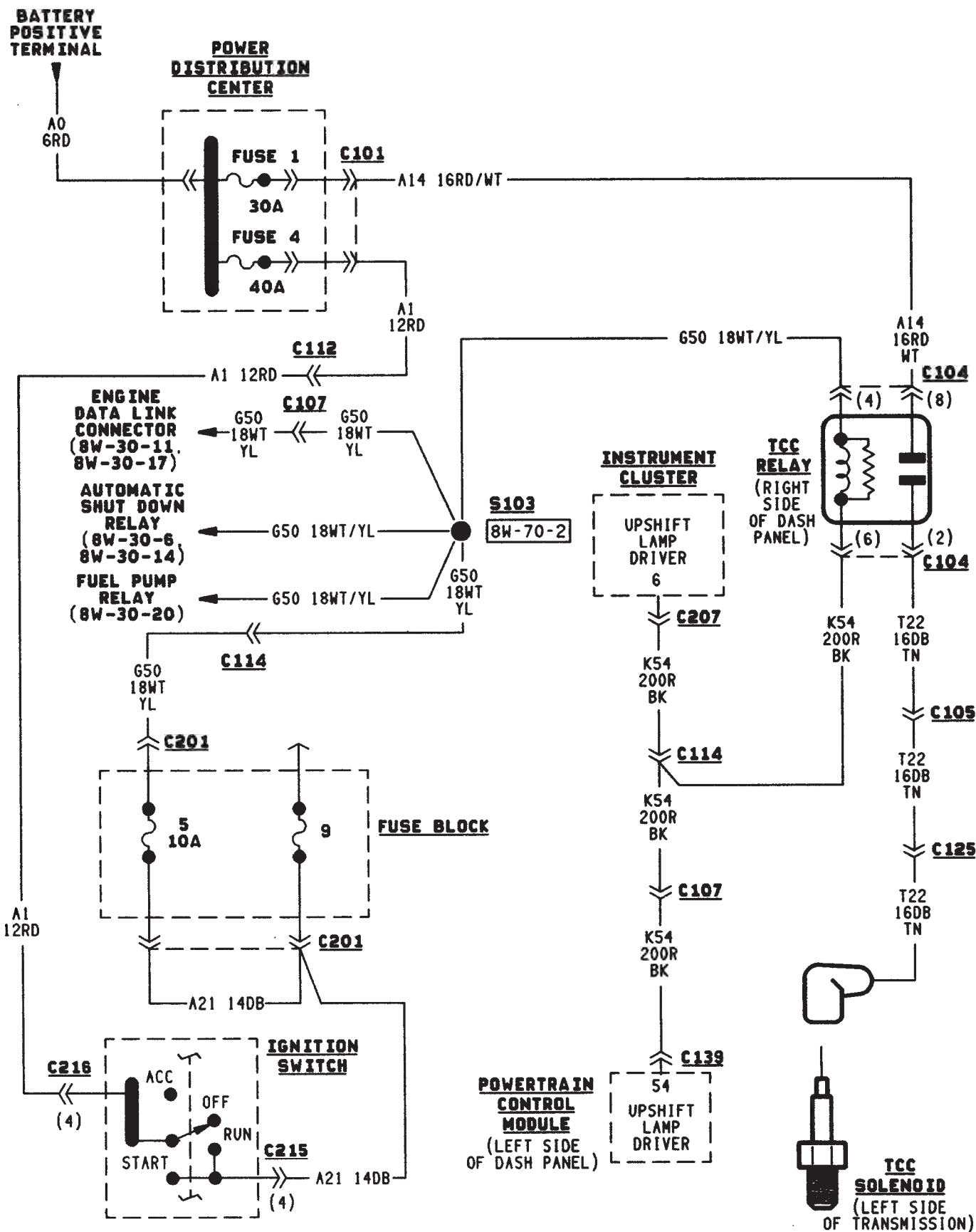
- In the RUN or START position, the ignition switch connects circuit A1 from fuse 4 in the PDC to circuit A21.
- Circuit A21 powers fuse 5 in the fuse block.
- Circuit G50 also connects to the engine data link connector, Automatic Shut Down (ASD) relay, and fuel pump relay.

UPSHIFT LAMP

On vehicles equipped with a manual transmission, the PCM grounds the up-shift lamp on circuit K54. Circuit K54 connects to cavity 54 of the PCM.

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Fuse 1 (PDC)	8W-31-2
Fuse 4 (PDC)	8W-31-2
Fuse 5 (Fuse Block)	8W-31-2
Ignition Switch	8W-31-2
Instrument Cluster	8W-31-2
Powertrain Control Module (PCM)	8W-31-2
TCC Relay	8W-31-2
TCC Solenoid	8W-31-2



ANTI-LOCK BRAKES

GENERAL INFORMATION

Three fuses supply power for the Anti-Lock Brake System (ABS); fuses 9 and 10 in the PDC and fuse 13 in the fuse block. Fuses 9 and 10 in the Power Distribution Center (PDC) are connected directly to battery voltage and are HOT all times. Fuse 13 is HOT when the ignition switch is the RUN position.

In the RUN position, the ignition switch connects circuit A1 from fuse 4 in the PDC with circuit A22. Circuit A22 connects to a bus bar in the fuse block. The bus bar feeds circuit F15 through fuse 13. Fuse 13 is a 2 amp fuse.

Circuit F15 splices to the coil side of the ABS power relay and cavity 53 of the ABS control module.

Circuit Z1 provides ground for the ABS control module. Circuit Z1 connects to cavities 1 and 19 of the ABS control module.

Refer to group 5, Brakes for operational descriptions of ABS system components.

WHEEL SPEED SENSORS

The all wheel anti-lock system uses four wheel speed sensors; one for each wheel. Each sensor converts wheel speed into an electrical signal that it transmits to the ABS control module. A pair of twisted wires connect to each sensor to provide signals to the ABS control module.

Circuits B6 and B7 provide signals to ABS control module from the right front wheel speed sensor. Circuit B6, which provides the LOW signal, connects to cavity 29 of the ABS control module. Circuit B7 connects to cavity 47 of the module and provides the HIGH signal.

Circuits B8 and B9 provide signals to ABS control module from the left front wheel speed sensor. Circuit B8, which provides the LOW signal, connects to cavity 30 of the ABS control module. Circuit B9 connects to cavity 48 of the module and provides the HIGH signal.

Circuits B1 and B2 provide signals to ABS control module from the right rear wheel speed sensor. Circuit B1 which provides the LOW signal, connects to cavity 27 of the ABS control module. Circuit B2 connects to cavity 45 of the module and provides the HIGH signal.

Circuits B4 and B3 provide signals to ABS control module from the left rear wheel speed sensor. Circuit B3, which provides the LOW signal, connects to cavity 28 of the ABS control module. Circuit B4 connects to cavity 46 of the module and provides the HIGH signal.

ACCELERATION SWITCH

During four-wheel drive operation, the acceleration switch provides deceleration data to the ABS control module. Refer to Group 5, Brakes for additional information.

Circuits B21, B22, and B23 connect the acceleration sensor to the ABS control module. Circuits B21 and B22 provide switch states while circuit B23 provides ground. At the ABS control module circuit B21 connects to cavity 25, circuit B22 connects to cavity 43 and circuit B23 connects to cavity 26.

ABS POWER RELAY

The ABS power relay is located in the Power Distribution Center (PDC). When the ABS module grounds the ABS power relay on circuit B20, the relay switches to connect circuit B15 and circuit A20 from PDC fuse 10. Circuit F15 from fuse 13 in the fuse block splices to feed the coil side of the ABS power relay. Circuit B20 connects to cavity 34 of the ABS control module.

Circuit B15 is double crimped at the ABS power relay. One branch of circuit B15 supplies power to the coil side of the ABS pump motor relay. The other branch of circuit B15 splices to cavities 3 and 33 of the ABS control module and to the hydraulic control unit.

ABS PUMP MOTOR RELAY

The ABS pump motor relay in the Power Distribution Center (PDC) supplies voltage to the ABS pump motor. When the ABS power relay energizes, circuit B15 supplies battery voltage to the coil side of the ABS pump motor relay. The ABS control module provides ground for the relay on circuit B116. Circuit B116 connects to cavity 15 of the ABS control module.

When the ABS pump motor energizes, it connects circuit A10 from PDC fuse 9 to circuit B25. Circuit B25 supplies battery voltage to the pump motor. Circuit Z12 provides ground for the pump motor.

PUMP MOTOR SPEED SENSOR

The input from the pump motor speed sensor tells the ABS control module that the pump is operating. Circuit B17 and B16 from the control module connect to the speed sensor.

BRAKE PEDAL TRAVEL SENSOR

The brake pedal travel sensor provides the ABS control module with data regarding brake pedal position. The sensor is a variable resistor that the ABS

module provides voltage to and receives input from. Circuit B210 from cavity 41 of the ABS control module provides voltage to the sensor. Circuit B258 carries the signal from the sensor to cavity 16 of the ABS module.

BRAKE SWITCH INPUT

Circuit L50 from the stop lamp provides the brake switch input to the ABS control module. When the brake pedal is pressed, the stop lamp switch closes to supply battery voltage from circuit F32 to circuit L50. Circuit L50 connects to cavity 32 of the ABS control module. Circuit F32 originates at fuse 3 in the fuse block.

Circuit A6 from Power Distribution Center (PDC) fuse 3 supplies voltage to the fuse block for circuit F32.

HYDRAULIC CONTROL UNIT

When the ABS power relay energizes, two branches of circuit B15 splice to supply voltage to the isolation and decay solenoids in the hydraulic control unit. The hydraulic control unit contains three separate isolation solenoids and three separate decay solenoids. The ABS control module activates the decay and isolation solenoids by providing separate ground paths for each.

The ABS module provides a ground path for the rear isolation solenoid on circuit B251. Circuit B251 connects to cavity 54 of the ABS control module.

For the right front isolation solenoid, the ABS module provides a ground path on circuit B249. Circuit B249 connects to cavity 38 of the ABS control module.

On circuit B245, the ABS module provides ground for the left front isolation solenoid. Circuit B245 connects to cavity 20 of the ABS control module.

The ABS module provides a ground path for the rear decay solenoid on circuit B254. Circuit B254 connects to cavity 36 of the ABS control module.

For the right front decay solenoid, the ABS module provides a ground path on circuit B248. Circuit B248 connects to cavity 21 of the ABS control module.

On circuit B243, the ABS module provides ground for the left decay solenoid. Circuit B243 connects to cavity 2 of the ABS control module.

ABS WARNING LAMP

Circuit G5 provides power for the ABS warning lamp at the instrument cluster. Ground for the ABS warning lamp is provided by either the ABS control module or by the ABS power relay when the relay is not energized. The ABS control module illuminates the lamp by providing ground on circuit G19.

Circuit G19 splices to connect to circuit B15 through a diode. When the ABS power relay is not

energized, it connects circuit B15 to circuit Z12. The ground path for the warning lamp is through the diode to circuit B15, through the ABS power relay to ground on circuit Z12.

The diode between circuit G19 and B15 prevents voltage from flowing to the ABS control module when the ABS power relay switches to supply power on circuit B15.

DATA LINK CONNECTOR

Circuit D11 from cavity 23 of the ABS control module receives data from the DRB scan tool through the data link connector. The ABS control module transmits data to the scan tool through the connector on circuit D12. Circuit D12 originates at cavity 42 of the ABS control module.

Through the data link connector, circuit Z12 provides ground for the DRB scan tool. Circuit Z12 terminates at the right rear of the dash panel.

Circuit A4 from fuse 8 in the Power Distribution Center (PDC) supplies power to fuse 16 in the PDC. Fuse 16 powers circuit M1 which supplies battery voltage to the scan tool through the diagnostic connector.

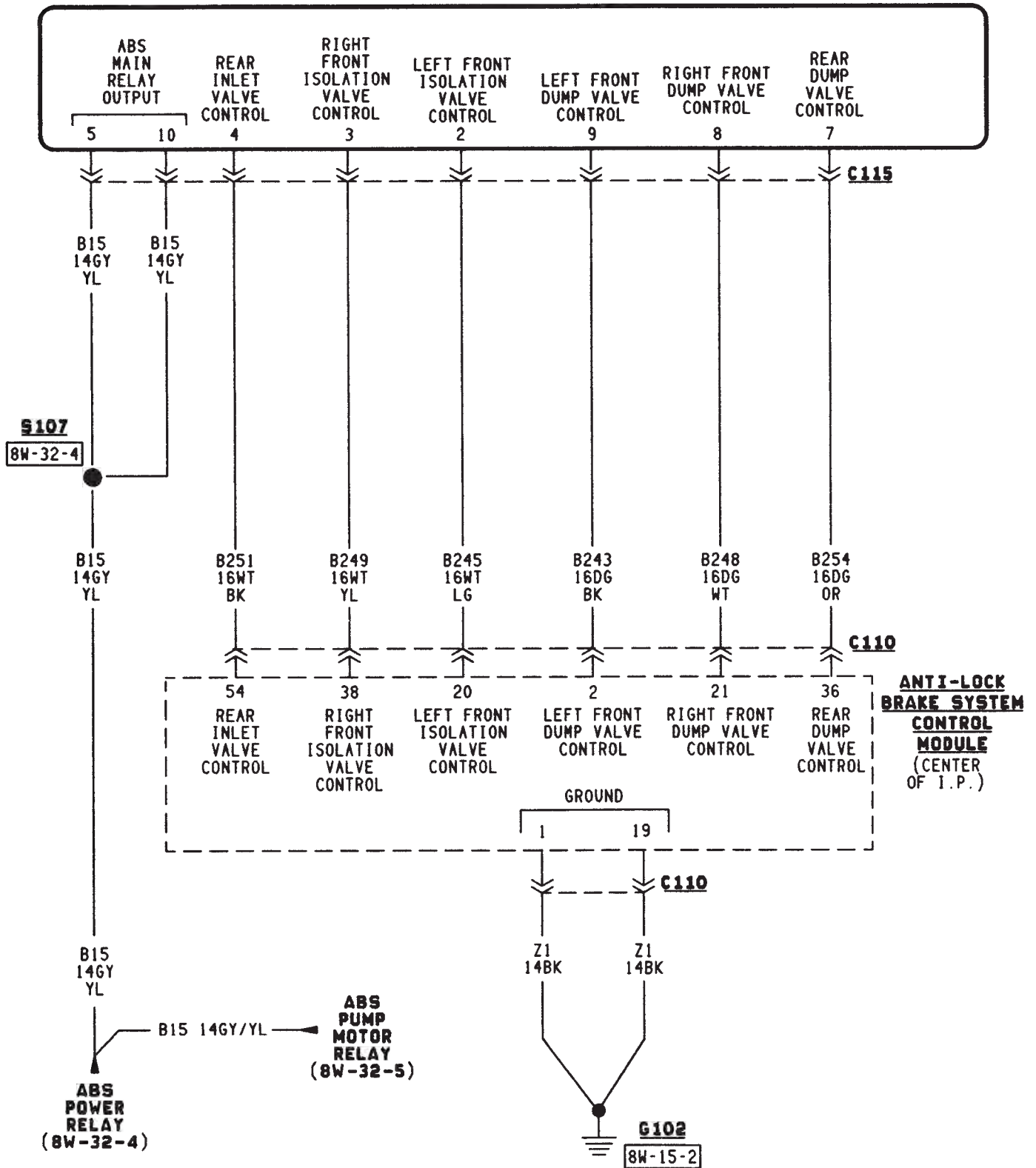
HELPFUL INFORMATION

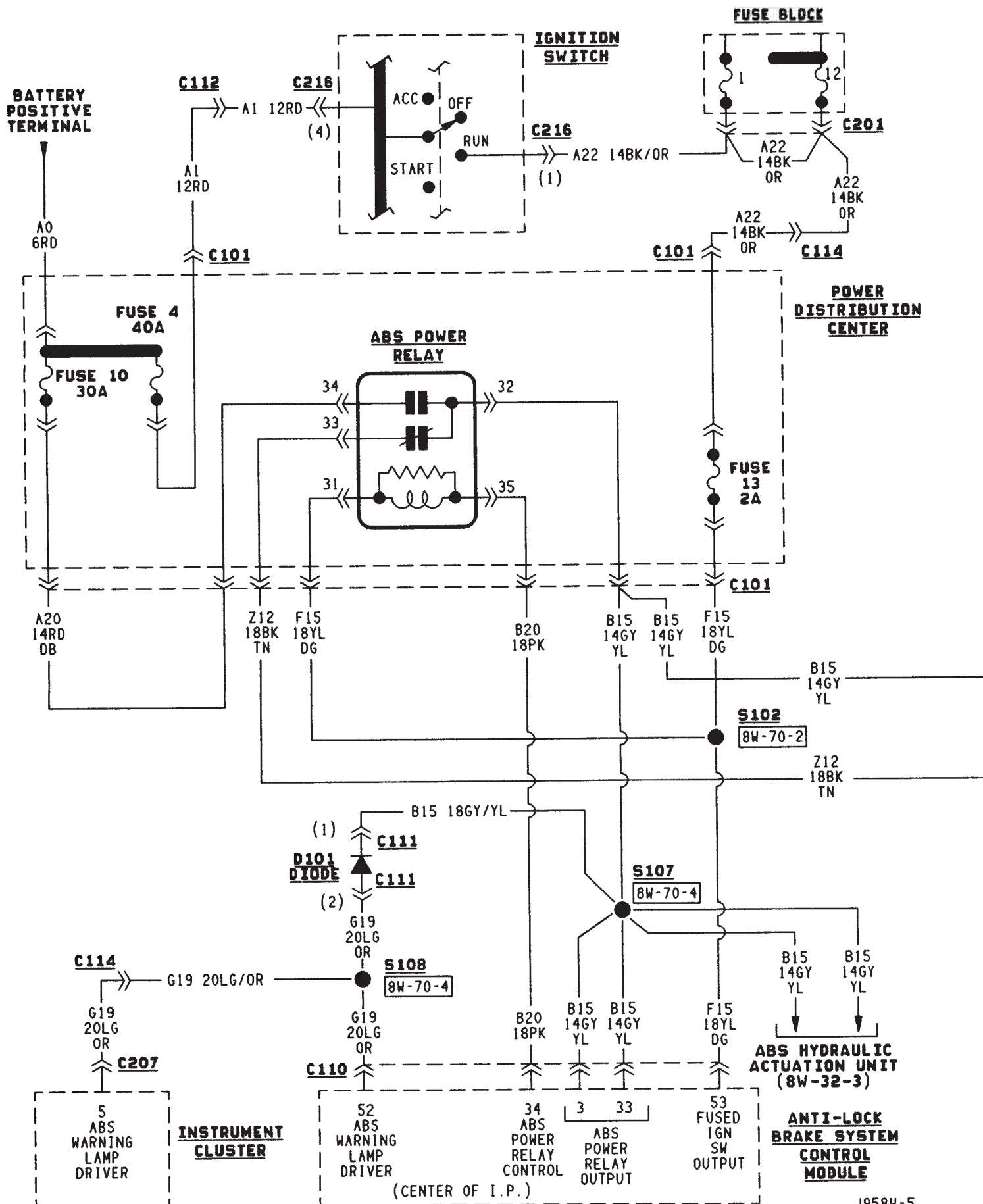
- Check fuses 4, 9 and 10 in the PDC
- Check fuse 13 in the fuse block

DIAGRAM INDEX

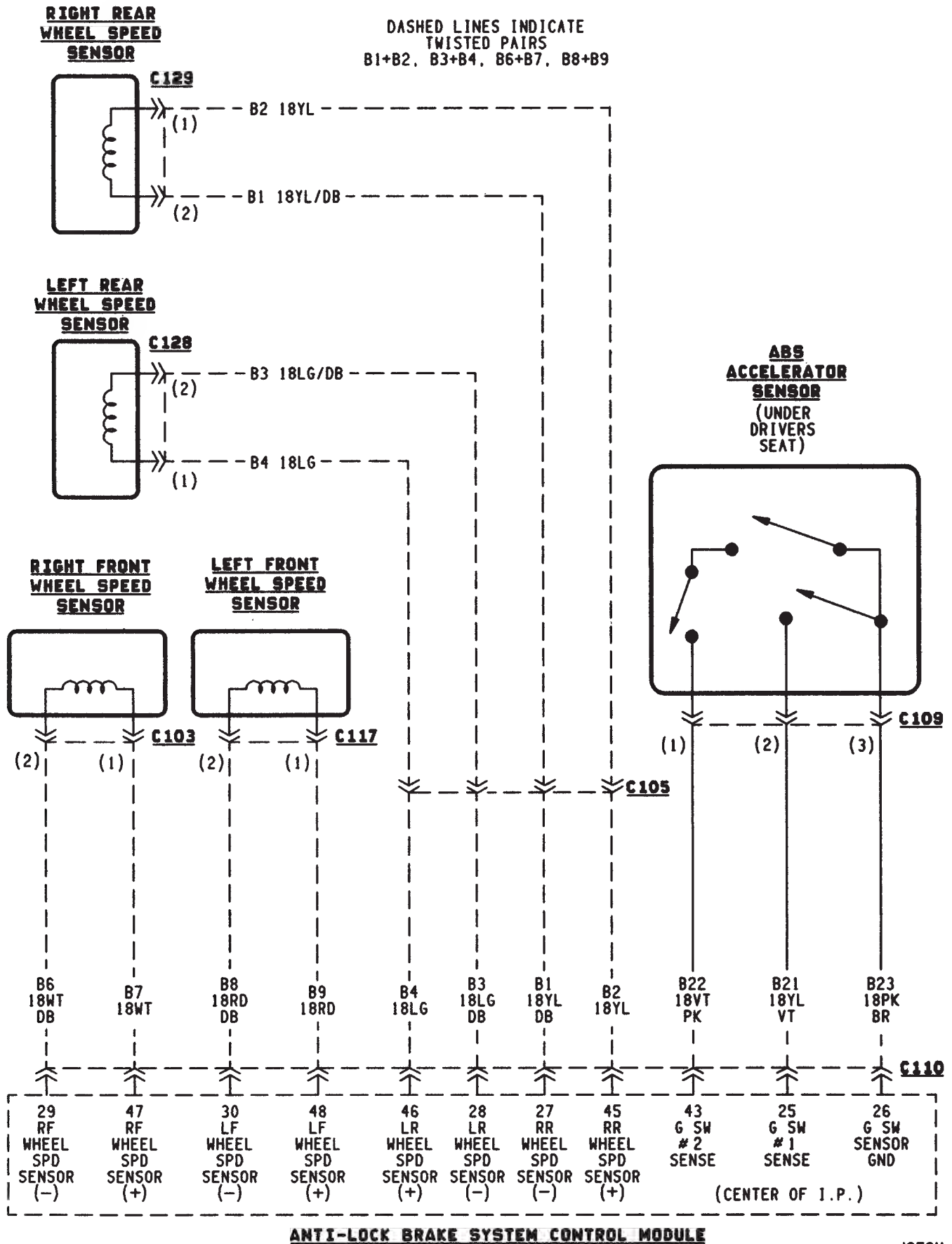
Component	Page
ABS Power Relay	8W-32-4
ABS Pump Motor/Sensor	8W-32-5
ABS Warning Lamp	8W-32-4
ABS Control Module	8W-32-3 thru 7
ABS Pump Motor Relay	8W-32-5
Brake Pedal Travel Sensor	8W-32-6
Data Link Connector	8W-32-6
Fuse 1 Fuse Block	8W-32-4
Fuse 3 Fuse Block	8W-32-6
Fuse 3 (PDC)	8W-32-6
Fuse 4 (PDC)	8W-32-4
Fuse 8 (PDC)	8W-32-6
Fuse 10 (PDC)	8W-32-4
Fuse 12 Fuse Block	8W-32-4
Fuse 12 (PDC)	8W-32-6
Fuse 13 (PDC)	8W-32-4
Hydraulic Actuation Unit	8W-32-3
Ignition Switch	8W-32-4
Powertrain Control Module (PCM)	8W-32-6
Stop Lamp Switch	8W-32-6
Wheel Speed Sensors	8W-32-7

**ABS HYDRAULIC
ACTUATION UNIT**









INSTRUMENT CLUSTER

INSTRUMENT CLUSTER

The instrument cluster contains the gauges and warning lamps. All gauges have magnetic movements.

When the ignition switch is in either the START or RUN position, circuit A1 from fuse 4 in the Power Distribution Center (PDC) connects to circuit A21.

Circuit A21 powers fuse 9 in the fuse block. Fuse 9 powers circuit G5. One branch of circuit G5 connects directly to the combination buzzer. The other branch of circuit G5 splices to power the gauges, speedometer, tachometer, voltmeter, indicator lamps, and warning lamps in the instrument cluster.

When the parking lamps or headlamps are ON, the headlamp switch connects circuit F33 to circuit L7. Circuit L7 splices to the dimmer switch. Circuit E1 from the dimmer switch powers fuse 10 in the fuse block when the parking lamps or headlamps are ON. Circuit E2 from fuse 10 in the fuse block feeds the illumination lamps in the instrument cluster.

Circuit Z1 provides ground the instrument cluster illumination lamps, gauges and warning lamps.

HELPFUL INFORMATION

- Circuit G5 also powers the heated rear window, A/C compressor clutch relay. On Canadian vehicles, circuit G5 powers the Daytime Running Lamps (DRL) module.
- Circuit F33 originates at fuse 8 in the fuse block. Circuit A6 from fuse 3 in the PDC powers fuse 8 in the fuse block.

ENGINE COOLANT TEMPERATURE GAUGE

Circuit G20 connects the engine coolant temperature gauge to the engine coolant temperature sensor. The sensor is a variable resistor and case grounded to the engine. Circuit G5 connects to the instrument cluster and supplies voltage for the gauge.

The gauge uses two coils. The first coil has fixed current flowing through it to maintain magnetic field strength. Circuit Z1 provides ground for the fixed current coil. The current level passing through the second coil is controlled by the variable resistor in the engine coolant temperature sender. The changing current varies the magnetic field in the second coil.

Refer to group 8E, Instrument Panel and Gauges for gauge operation.

FUEL GAUGE

Circuit G4 connects the fuel level sensor to the fuel gauge in the instrument cluster. Circuit G5 supplies voltage to the fuel gauge. The fuel level sensor draws voltage from circuit G5 through the fuel gauge on circuit G4.

The gauge uses two coils. The first coil has fixed current flowing through it to maintain magnetic field strength. Circuit Z1 provides ground for the fixed current coil. The current level passing through the second coil is controlled by the variable resistor in the fuel level sensor. The changing current varies the magnetic field in the second coil.

Circuit Z2 provides the ground path for the fuel level sensor.

Refer to group 8E, Instrument Panel and Gauges for gauge operation.

OIL PRESSURE GAUGE

The case grounded oil pressure sending unit is a variable resistor. The sending unit connects to the oil pressure gauge on circuit G60.

Circuit G5 connects to the instrument cluster and supplies battery voltage to the oil pressure gauge. The gauge uses two coils. The first coil has fixed current flowing through it to maintain magnetic field strength. Circuit Z1 provides ground for the fixed current coil. The current level passing through the second coil is controlled by the variable resistor in the oil pressure sending unit. The changing current varies the magnetic field in the second coil.

Refer to group 8E, Instrument Panel and Gauges for gauge operation.

TACHOMETER

The Powertrain Control Module (PCM) provides the tachometer signal to the electronic tachometer on circuit G21. Circuit G21 originates at cavity 43 of the PCM. Circuit Z1 provides ground for the tachometer's internal logic circuits.

SPEEDOMETER

The electronic speedometer and odometer receive a signal from the vehicle speed sensor on circuit G7. Circuit G5 connects to the instrument cluster and supplies battery voltage to the speedometer. Circuit Z1 provides ground for the speedometer internal logic circuits.

Circuit G7 splices to connect to the Powertrain Control Module (PCM) and if equipped, the Daytime Running Lamps (DRL) module.

FOUR-WHEEL DRIVE (4WD) INDICATOR LAMP

When the 4WD switch closes, circuit Z1 provides ground for the 4WD indicator lamp in the instrument panel. Circuit G5 connects to the instrument cluster and supplies battery voltage to the 4WD indicator lamp. Circuit G1 connects the indicator lamp to the 4WD switch.

MALFUNCTION INDICATOR (CHECK ENGINE) LAMP

The Powertrain Control Module (PCM) provides ground for the malfunction indicator (Check Engine) lamp on circuit G3. Circuit G3 connects to cavity 32 of the PCM. Circuit G5 connects to the instrument cluster and supplies battery voltage for the malfunction indicator lamp. When illuminated, the malfunction indicator lamp displays the message CHECK ENGINE.

For information regarding diagnostic trouble code access using the malfunction indicator lamp, refer to Group 14, Fuel Systems.

UP-SHIFT LAMP

On vehicles equipped with a manual transmission, the Powertrain Control Module (PCM) provides ground for the Up-Shift lamp on circuit K54. Circuit G5 provides battery voltage for the lamp.

ABS WARNING LAMP

Circuit G5 provides power for the ABS warning lamp at the instrument cluster. Ground for the ABS warning lamp is provided by either the ABS control module or by the ABS power relay when the relay is not energized. The ABS control module illuminates the lamp by providing ground on circuit G19.

Circuit G19 splices to connect to circuit B15 through a diode. When the ABS power relay is not energized, it connects circuit B15 to circuit Z12. The ground path for the warning lamp is provided through the diode to circuit B15, through the ABS power relay to ground on circuit Z12.

The diode between circuit G19 and B15 prevents voltage from flowing to the ABS control module when the ABS power relay switches to supply power on circuit B15.

BRAKE WARNING LAMP

Circuit G5 provides battery voltage for the brake warning lamp. Circuit G11 can provide ground for the lamp in 3 ways. The first ground path is through the ignition switch when the key is in the START position.

The second ground path for the brake warning lamp on circuit G11 is through the case grounded brake warning switch. When the switch closes it provides a ground.

The third ground path on circuit G11 is through the case grounded park brake switch. When the switch closes it provides ground.

HIGH BEAM INDICATOR LAMP

Circuit G34 supplies power for the high-beam indicator lamp when the operator either flashes the optical horn (high beams) or selects high beam operation. Circuit Z1 provides the ground path for the lamp.

Circuit L3 from the headlamp switch powers the high beam circuits of the headlamps. On vehicles not equipped with Daytime Running Lamps (DRL), circuit G34 double crimps to circuit L3 at the bulkhead connector.

On vehicles equipped with DRL, circuit L3 splices to the DRL module. The DRL module powers circuit G34.

TURN SIGNAL INDICATOR LAMPS

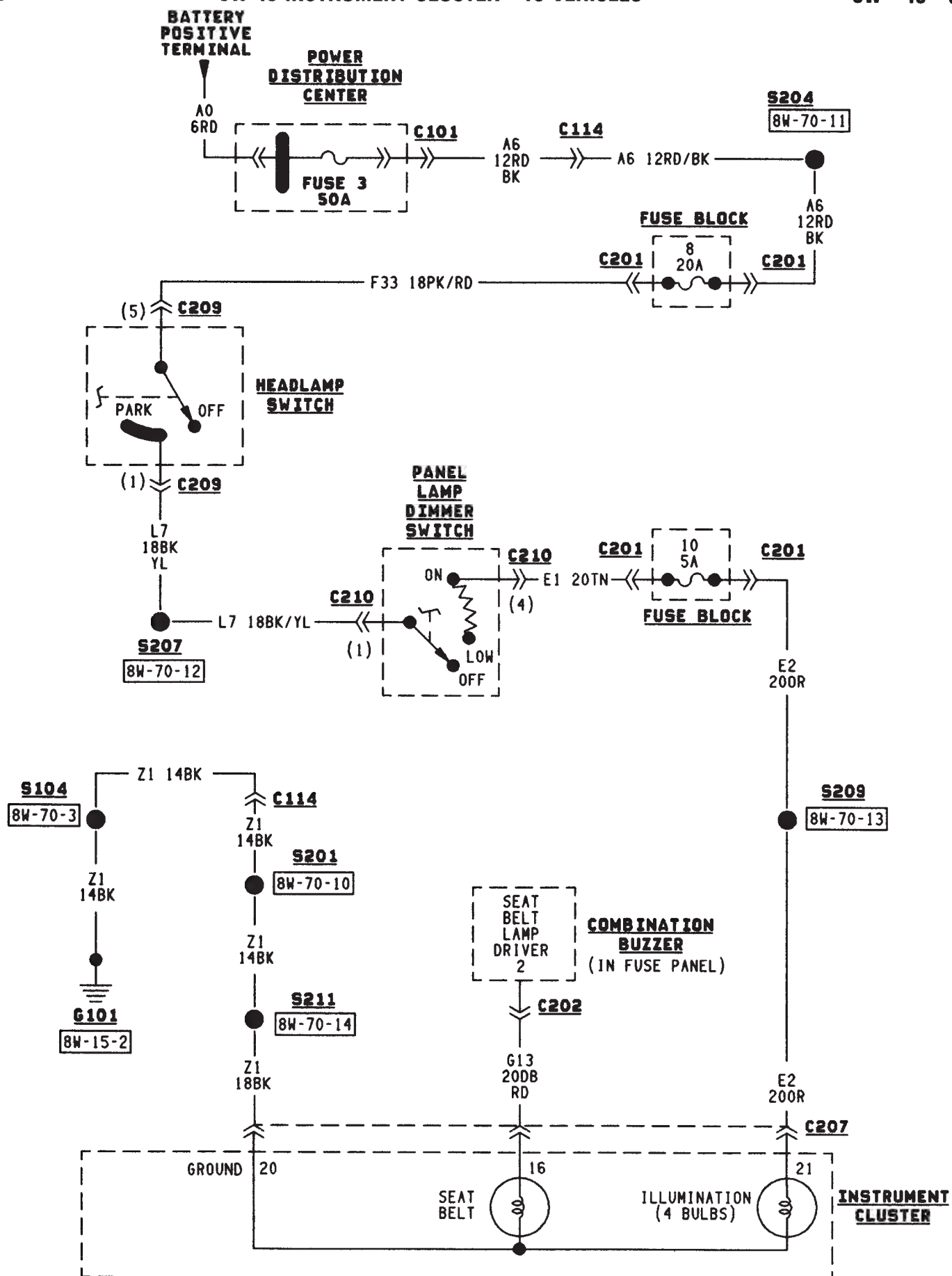
Circuit L61 supplies battery voltage to the left turn signal indicator lamp. The right turn signal indicator lamp receives battery voltage from circuit L60. The turn signal/hazard flasher switch powers circuits L60 and L61. Circuit Z1 provides ground for the lamps.

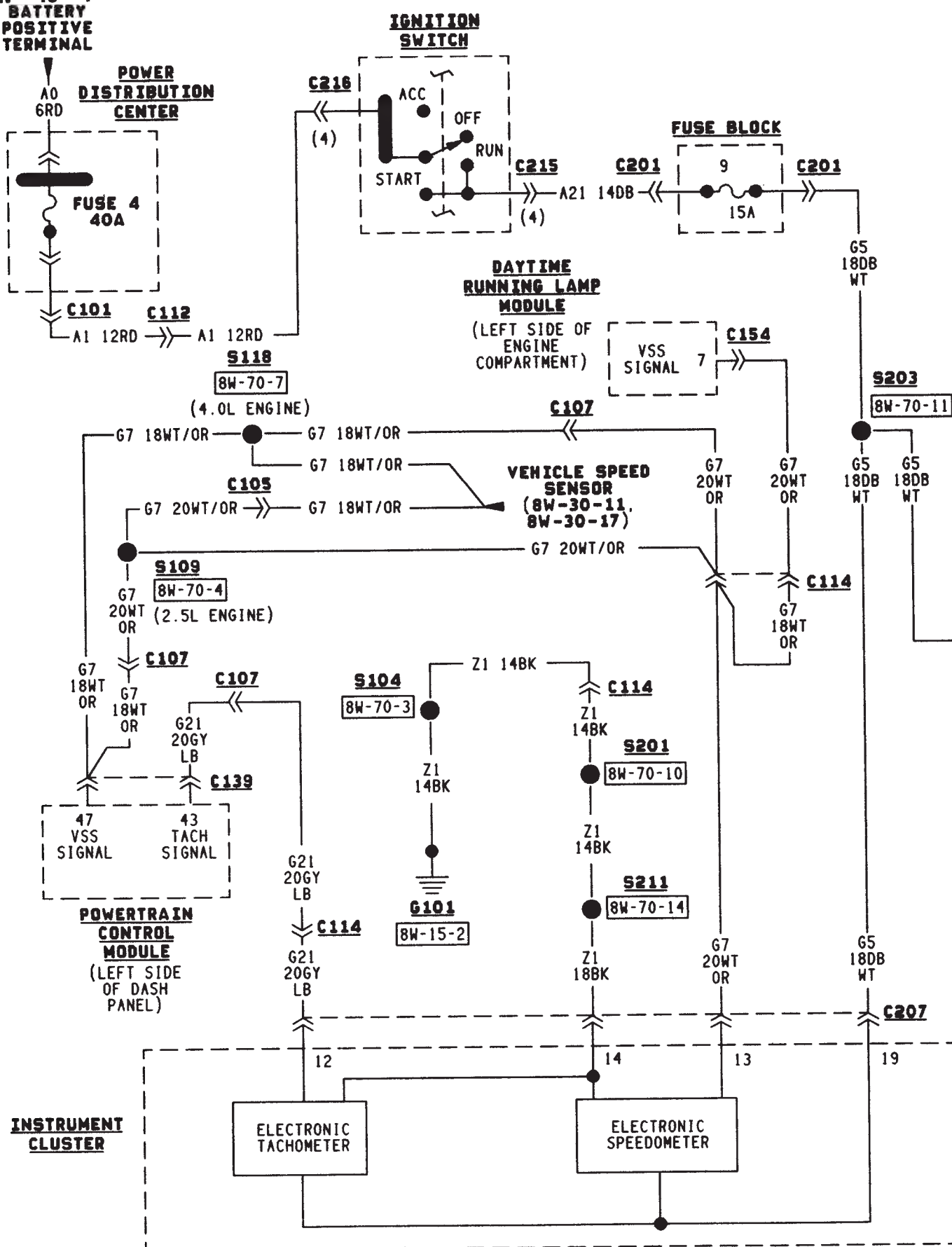
HELPFUL INFORMATION

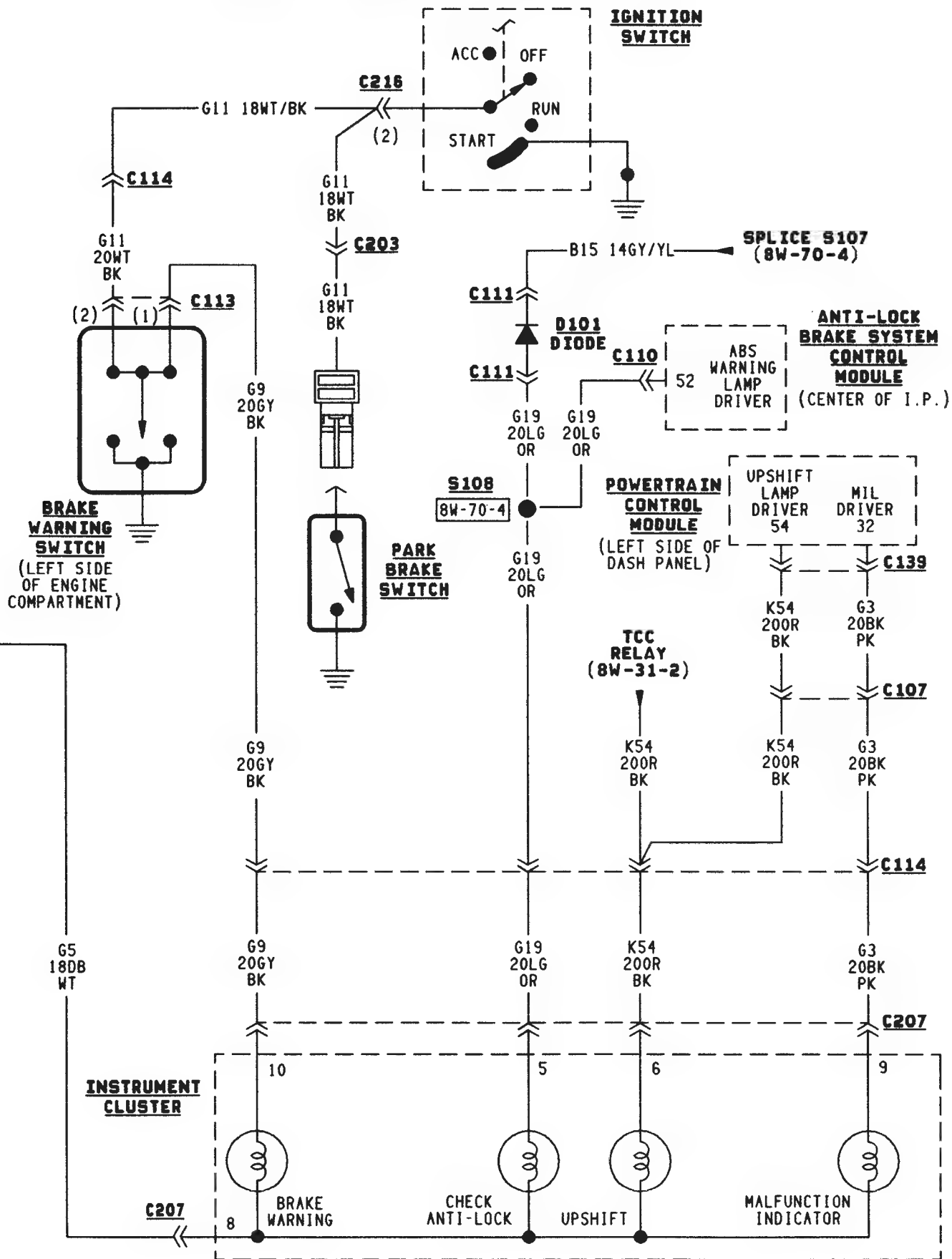
- If the warning lamps, gauges and indicator lamps don't operate, check fuse 4 in the PDC and fuse 9 in the fuse block.
- If the illumination lamps don't operate, check fuse 10 in the fuse block.

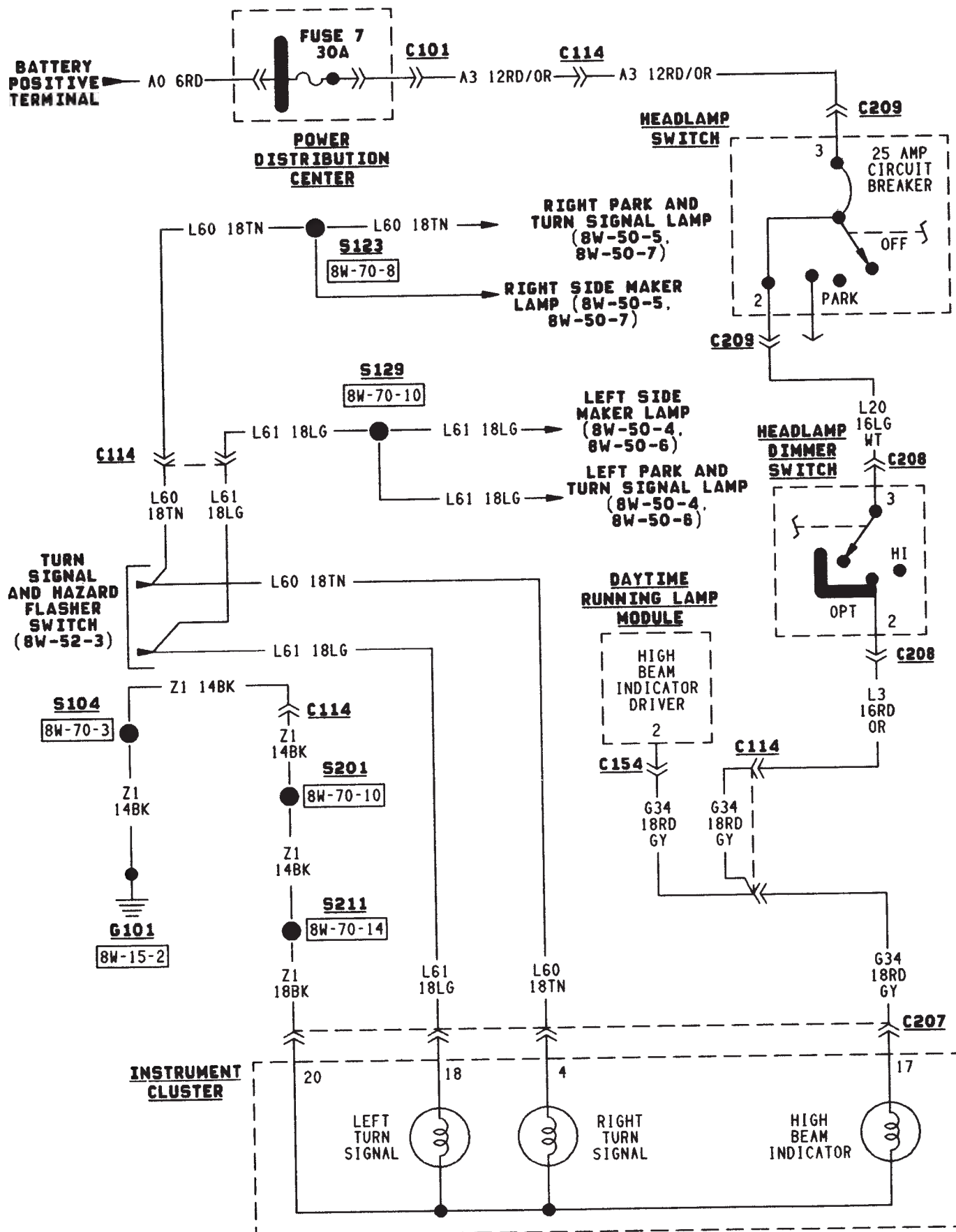
DIAGRAM INDEX

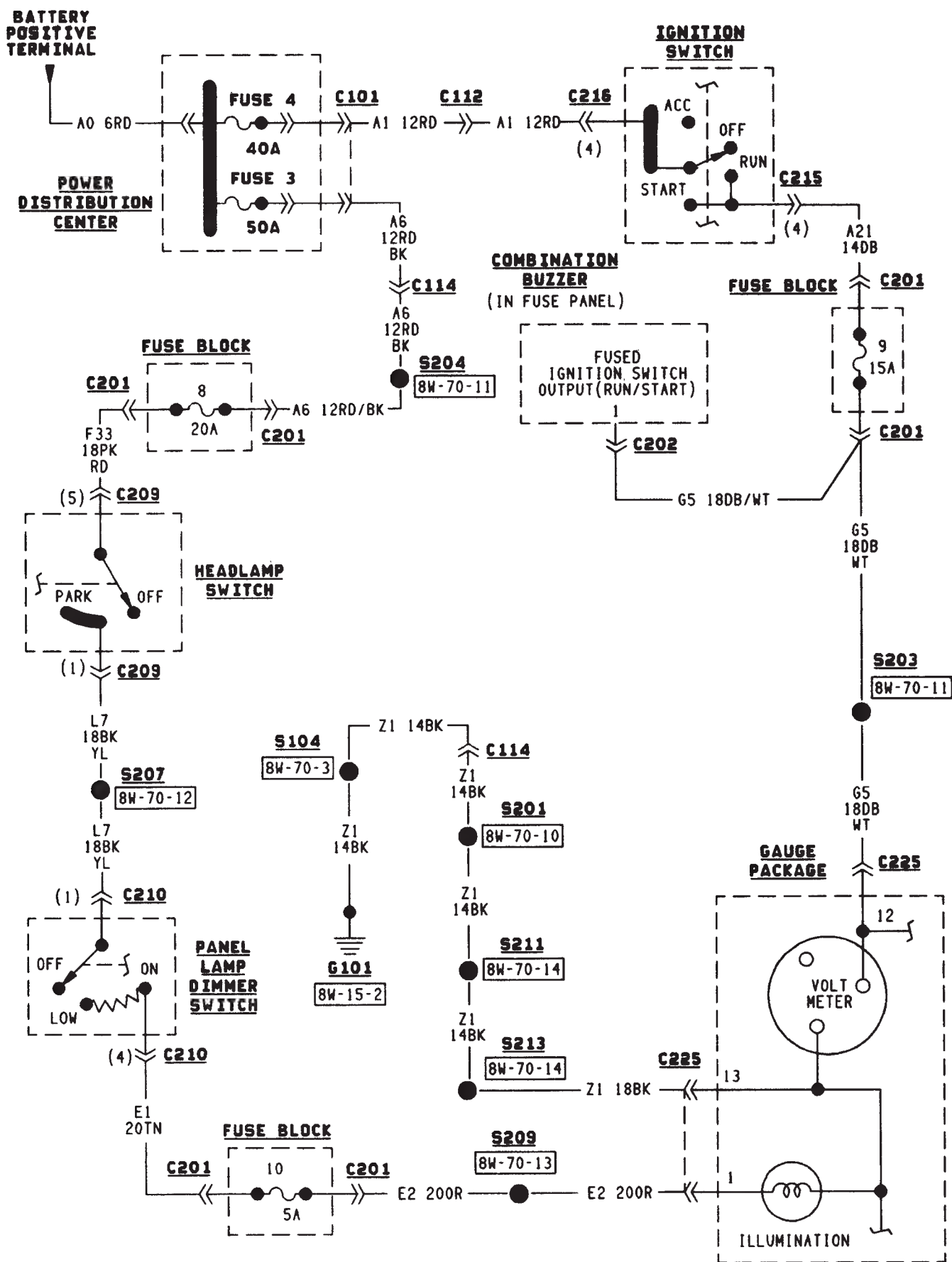
Component	Page
4WD Switch	8W-40-9
ABS Control Module	8W-40-5
Brake Warning Switch	8W-40-5
Combination Buzzer	8W-40-7, 8
Daytime Running Lamp (DRL) Module	8W-40-4, 6
Engine Coolant Temperature Sensor	8W-40-7, 8
Engine Oil Pressure Sensor	8W-40-9
Fuse 3 (PDC)	8W-40-3, 7, 8
Fuse 4 (PDC)	8W-40-4, 7, 8
Fuse 7 (PDC)	8W-40-6
Fuse 8 (Fuse Block)	8W-40-3, 7, 8
Fuse 9 (Fuse Block)	8W-40-8
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Instrument Cluster	8W-40-3 thru 9
Panel Lamp Dimmer Switch	8W-40-3, 7, 8
Park Brake Switch	8W-40-5
Powertrain Control Module	8W-40-4, 5

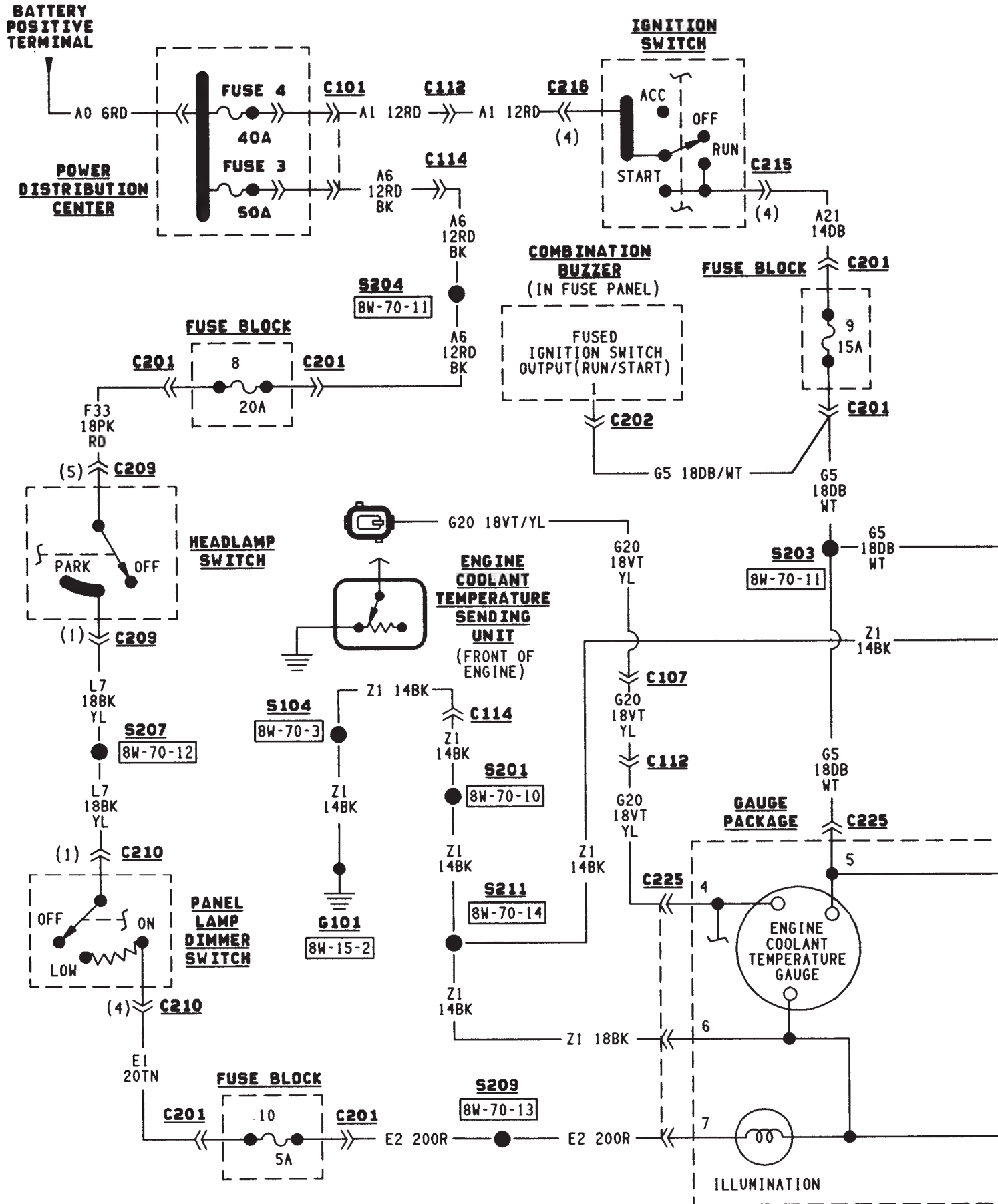


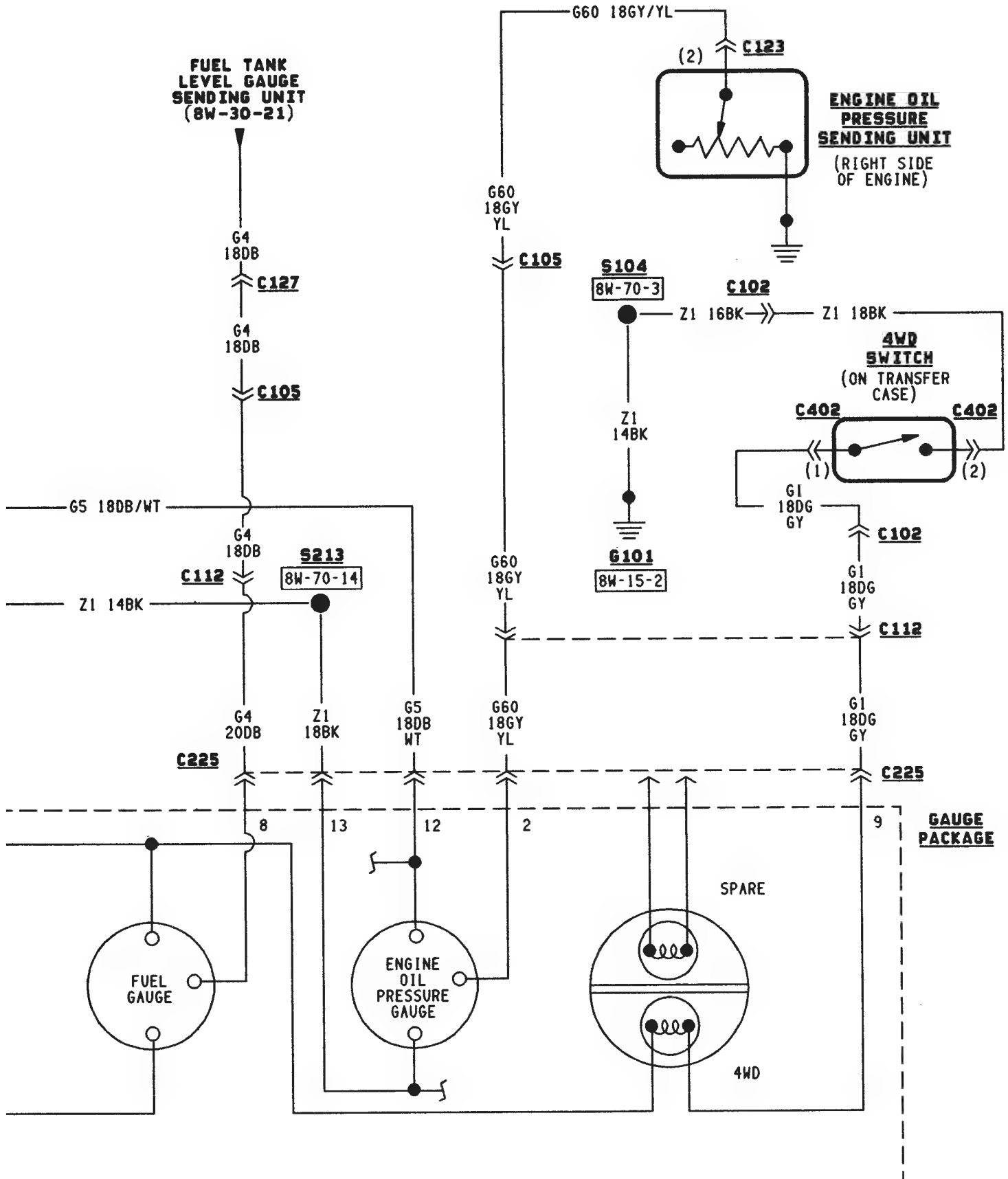












HORN/CIGAR LIGHTER

HORN

The horn system uses a switch and horn relay. The horn switch is in the center of the steering wheel.

Circuit A4 from fuse 8 in the Power Distribution Center (PDC) feeds circuit F31 through fuse 15 in the PDC. Circuit F31 is HOT at all times and powers the coil and contact sides of the horn relay.

When the case grounded horn switch is pressed, circuit X3 provides ground for the coil side of the relay and the contacts close. When the contacts close, circuit X2 supplies voltage to the horn. Circuit Z1 provides ground for the horn.

HELPFUL INFORMATION

- The horn switch is grounded to the steering wheel.
- Circuit F31 is double crimped at the coil side of the horn relay.
- Check fuse 8 in the PDC and fuse 15 in the fuse block.

CIGAR LIGHTER

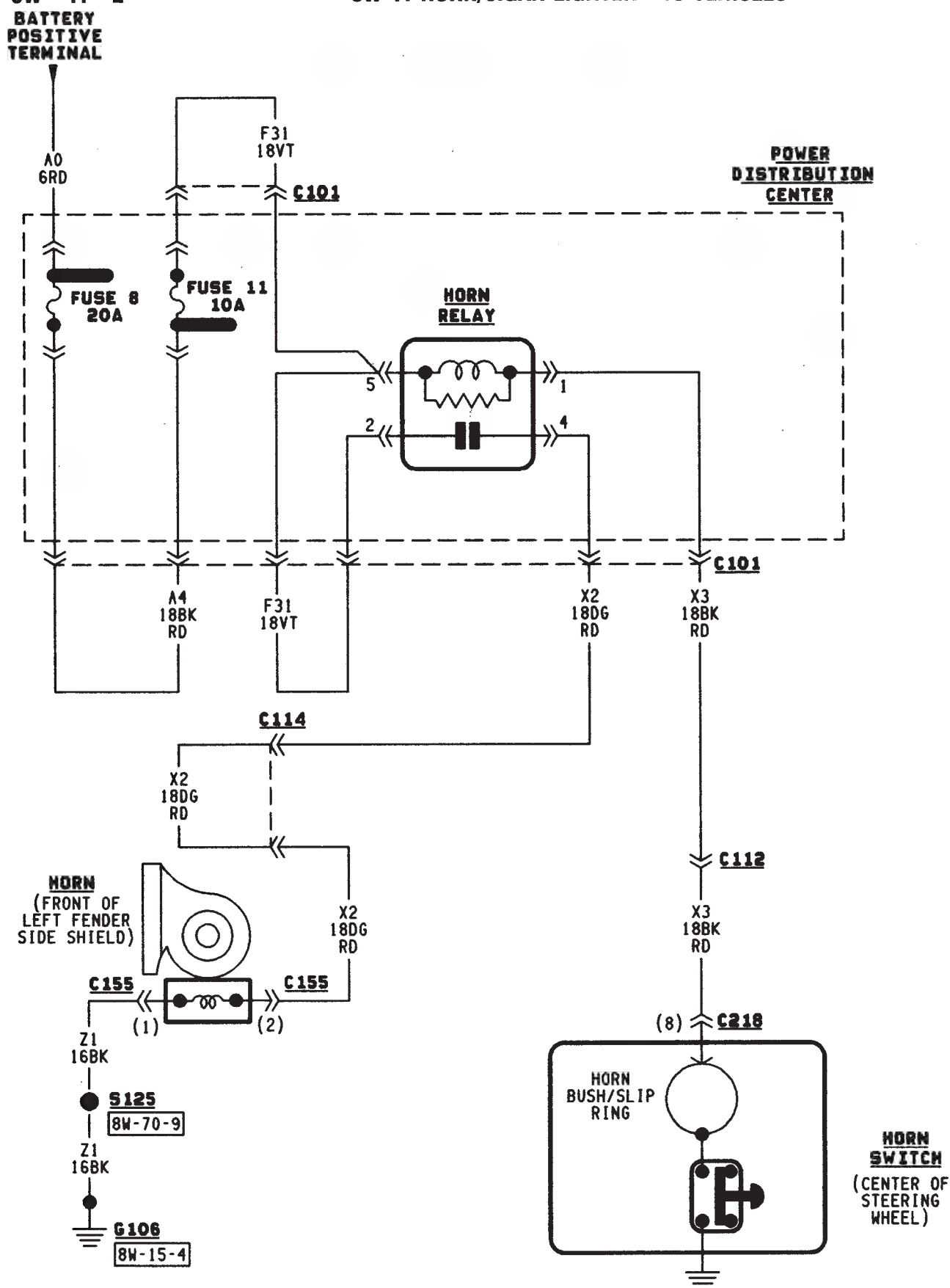
In the ACCESSORY or RUN position, the ignition switch supplies voltage to fuse 7 in the fuse block on circuit A31. Fuse 7 feeds circuit F30 which connects to the cigar lighter. When the lighter is depressed, the contacts inside of the lighter element close and voltage flows to ground on circuit Z1.

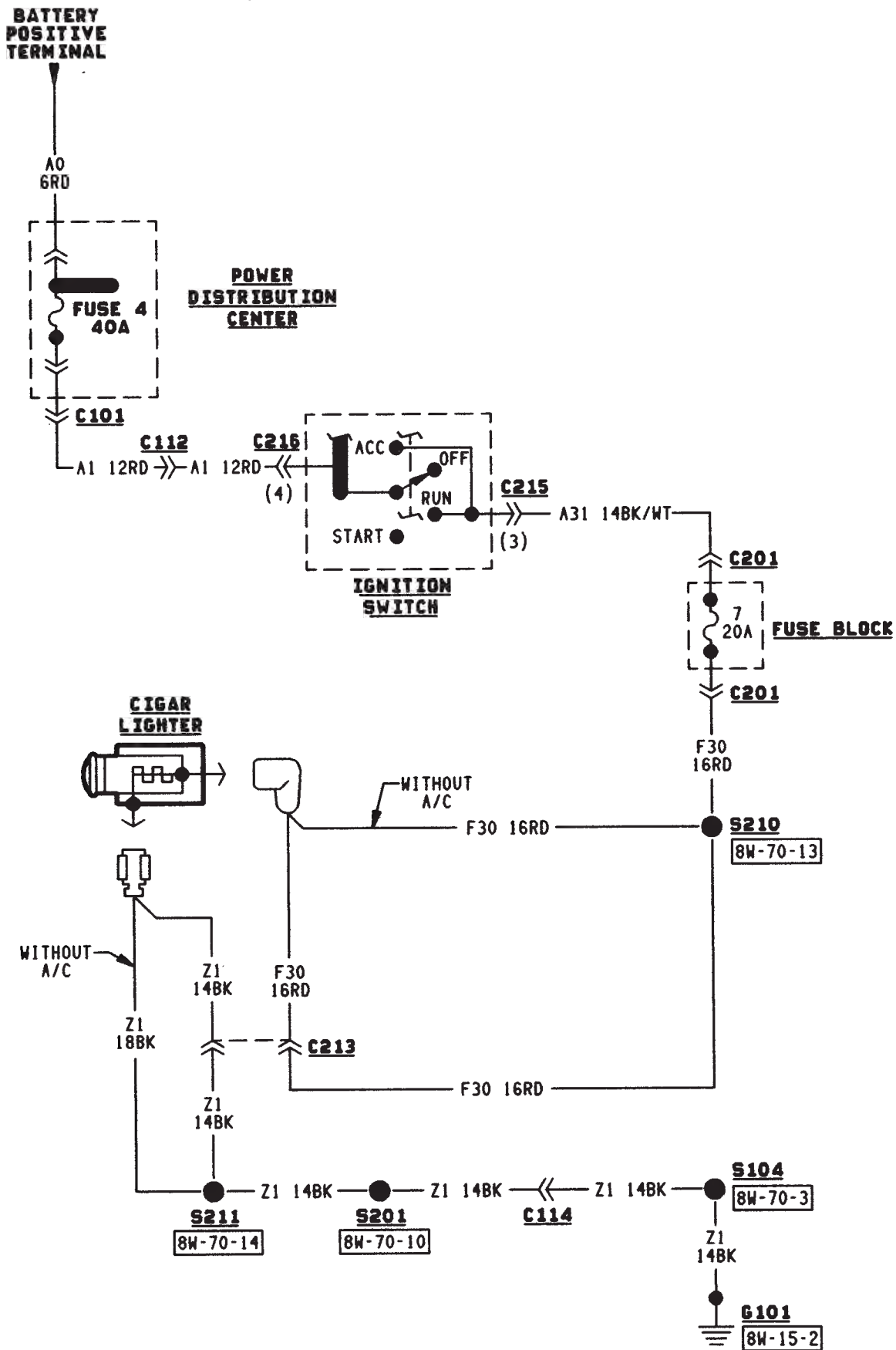
HELPFUL INFORMATION

- In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 4 in the PDC with circuit A31.
- Circuit F30 also powers the radio and radio relay.

DIAGRAM INDEX

Component	Page
Cigar Lighter	8W-41-3
Fuse 4 (PDC)	8W-41-3
Fuse 8 (PDC)	8W-41-2
Fuse 11 (PDC)	8W-41-2
Fuse 7 (Fuse Block)	8W-41-3
Horn	8W-41-2
Horn Relay	8W-41-2
Horn Switch	8W-41-2
Ignition Switch	8W-41-3





AIR CONDITIONING/HEATER

CONTENTS

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HEATER AND AIR CONDITIONING	2	HEATER SYSTEM	1

GENERAL INFORMATION

This section of the wiring diagrams is divided into two sub-sections; Heater, and A/C-Heater. When referring to the circuit descriptions or wiring diagrams, ensure that you use the correct sub-section.

HEATER SYSTEM

HEATER

In the RUN position, the ignition switch connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 powers a bus bar in the fuse block that supplies voltage to circuit C1 through fuse 12.

A heater-off switch in circuit C1 opens when the heater controls are in the VENT position. When the heater-off switch closes, circuit C1 supplies battery voltage to the blower motor switch. The switch sets blower motor speed to HIGH, MEDIUM, LOW or OFF.

The switch connects to the blower motor resistor block in the LOW and MEDIUM positions and directly to the blower motor in the HIGH position. The resistor block contains two resistors connected in series. Circuit C7 connects the resistor block to the blower motor.

From the blower motor resistor block, circuit C7 is double crimped at the HIGH terminal of the blower motor switch. Circuit C7 continues to the blower motor from the blower motor switch.

When the blower motor switch is in the LOW position, it supplies voltage to the resistor block on circuit C4. From circuit C4, voltage passes through both resistors in the resistor block to the blower motor on circuit C7.

In the MEDIUM position, the blower motor supplies voltage to the resistor block on circuit C5. From circuit C5 voltage flows through one resistor to the blower motor on circuit C7.

In the HIGH position, the blower motor switch connects directly to the blower motor on circuit C7. Voltage does not pass through the resistor block.

Circuit Z1 provides ground for the blower motor.

HELPFUL INFORMATION

- Check fuse 4 in the PDC.
- Check fuse 12 in the fuse block.

DIAGRAM INDEX

Component	Page
Blower Motor	8W-42-3
Blower Motor Resistor	8W-42-3
Blower Motor Switch	8W-42-3
Fuse 4 (PDC)	8W-42-3
Fuse 12 (Fuse Block)	8W-42-3
Heater Switch	8W-42-3
Ignition Switch	8W-42-3

AIR CONDITIONING AND HEATER

GENERAL INFORMATION

On vehicles built with the 2.5L engine, the electrical system has provisions for dealer installed air conditioning. The provisions consist of two connectors which include circuitry for:

- Circuit C1 - Ignition feed
- Circuit C21 - Blower motor switch
- Circuit C91 - A/C request signal
- Circuit C20 - A/C select signal
- Circuit C13 - Ground for coil side of A/C compressor clutch relay
- Circuit G5 - Battery voltage for coil side of A/C compressor clutch relay

A/C COMPRESSOR

When the ignition switch is in the RUN position it connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 supplies battery voltage to fuse 12 in the fuse block. Fuse 12 powers circuit C1.

Circuit C1 supplies battery voltage to the A/C blower switch. Circuit C21 connects the A/C blower switch to the A/C low pressure switch.

When the operator selects A/C operation, the A/C blower switch provides the A/C request signal to cavity 27 of the Powertrain Control Module (PCM) on circuit C91. At the same time, the blower switch supplies voltage through the A/C thermostat to circuit C21.

Circuit C21 supplies voltage to the A/C low pressure switch. When the A/C low pressure switch closes, circuit C20 provides battery voltage to the contact side of the A/C compressor clutch relay and provides the A/C select signal to the PCM. Circuit C20 is double crimped at the contact side of the relay. The C20 circuit branch from the relay supplies the A/C select input to cavity 28 of the PCM.

After receiving the A/C request signal, the PCM energizes the A/C compressor clutch relay by providing ground for the coil side of the relay on circuit C13. Circuit C13 connects to cavity 34 of the PCM.

Circuit G5 from fuse 9 in the fuse block supplies voltage to the coil side of the relay. In the START or RUN positions the ignition switch connects circuit A1 from fuse 4 in the PDC with circuit A21. Circuit A21 connects to the fuse block bus bar that powers circuit C5 through fuse 9.

When the PCM energizes the A/C compressor clutch relay, the relay switches from its normally grounded position to connect circuit C20 to circuit C3. Circuit C3 supplies voltage to the case grounded A/C compressor clutch.

HELPFUL INFORMATION

- Circuit G5 is double crimped at the coil side of the A/C compressor clutch relay. The G5 branch from the relay continues to the back-up lamp switch.
- Circuit Z1 provides ground for the A/C compressor clutch relay when the relay is in its normally grounded position.

A/C-HEATER BLOWER MOTOR

When the ignition switch is in the RUN position it connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) to circuit A22. Circuit A22 supplies battery voltage to fuse 12 in the fuse block. Fuse 12 powers circuit C1.

Circuit C1 supplies battery voltage to the A/C blower switch. In the LOW position, the A/C blower switch supplies voltage to the low speed brush of the blower motor. In the MEDIUM position, the switch supplies voltage to the medium speed bush of the blower motor. In the HIGH position, the switch supplies voltage to the high speed brush of the blower motor.

The blower motor has a field jumper. The ground circuit for the blower motor connects to the cigar lighter. Circuit Z1 provides ground for the blower motor and the cigar lighter.

HELPFUL INFORMATION

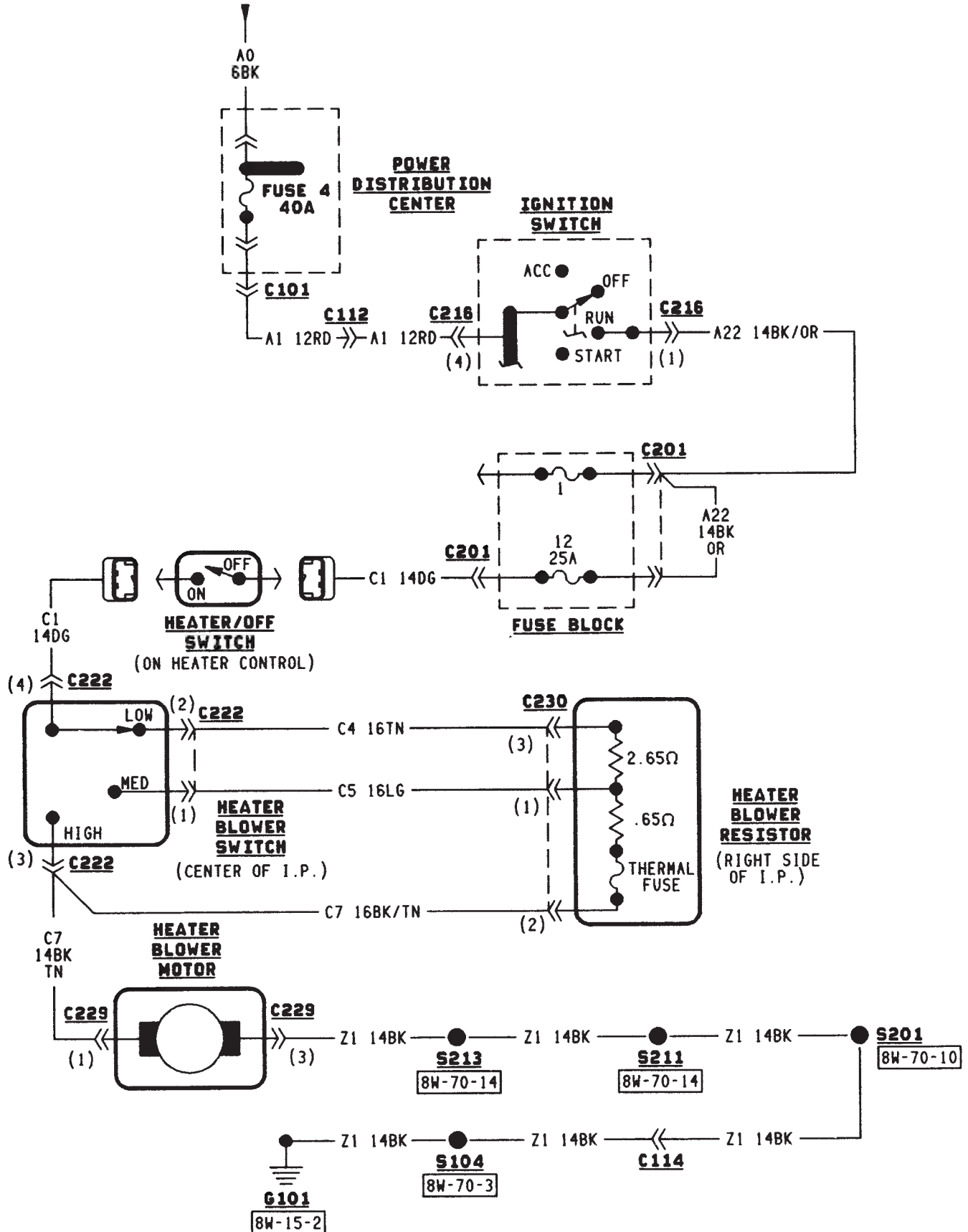
- Check fuse 4 in the PDC.
- Check fuse 12 in the fuse block.

DIAGRAM INDEX

Component	Page
A/C Compressor Clutch	8W-42-4
A/C Compressor Clutch Relay	8W-42-4
A/C Thermostat	8W-42-5
Blower Motor	8W-42-5
Blower Motor Switch	8W-42-5
Fuse 4 (PDC)	8W-42-4, 6
Fuse 7 (Fuse Block)	8W-42-6
Fuse 9 (Fuse Block)	8W-42-4, 6
Fuse 12 (Fuse Block)	8W-42-4, 6
Ignition Switch	8W-42-4, 6
Powertrain Control Module	8W-42-4, 6

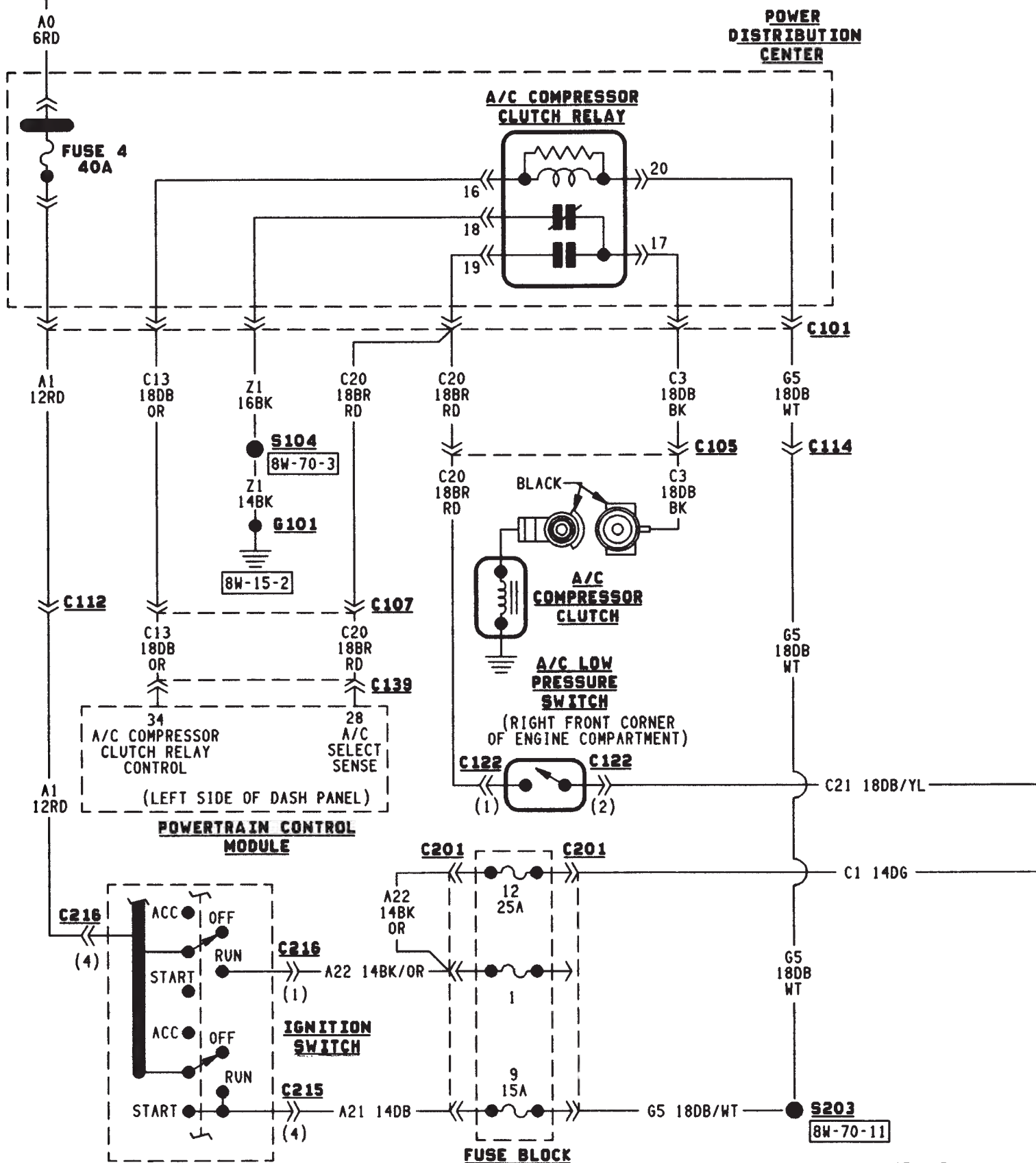
BATTERY
POSITIVE
TERMINAL

HEATER ONLY



BATTERY
POSITIVE
TERMINAL

4.0L ENGINE





INTERIOR LIGHTING

INDEX

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Accessory Lamp and Heater Control Panel Lamp . .	1	General Information	1
Combination Buzzer	1	Transmission Range Lamp	1
Courtesy Lamps and Dome Lamps	1	Underhood Lamp	1
Diagram Index	2		

GENERAL INFORMATION

Circuit M1 supplies power to the underhood lamp, dome lamp, right courtesy lamp and left courtesy lamp. Fuse 12 in the Power Distribution Center (PDC) protects circuit M1. Circuit A4 from fuse 8 in the PDC supplies voltage to fuse 12 and circuit M1. Fuse 12 is referred to as the Ignition Off Draw (IOD) fuse.

COURTESY LAMPS AND DOME LAMPS

Circuit M1 supplies battery voltage to the dome lamps and the right and left courtesy lamps. Circuit M2 provides ground for the lamps through either the case grounded door jamb switches or through the dimmer switch to circuit Z1.

In the ON position, the dimmer switch connects circuit M2 to ground on circuit Z1. When a door opens, the case grounded door jamb switch closes and provides ground for the lamps on circuit M2.

HELPFUL INFORMATION

- Circuit M1 also supplies voltage for radio memory, underhood lamp and the ABS data link connector.

UNDERHOOD LAMP

Circuit M1 supplies battery voltage for the underhood lamp. A mercury switch in series after the lamp connects the lamp to ground on circuit Z1. When the hood is raised, mercury inside the switch moves to a position where it connects circuit M1 to circuit Z1, illuminating the lamp. The underhood lamp is wired in parallel with other components on circuit M1.

ACCESSORY LAMP AND HEATER CONTROL PANEL LAMP

Circuit E1 from the dimmer switch supplies battery voltage to fuse 10 in the fuse block when the dimmer switch is in the LOW or ON position. Fuse 10 protects circuit E2 which supplies power to the heater control panel lamp and the accessory lamp. Circuit Z1 provides ground for each lamp.

TRANSMISSION RANGE LAMP

Circuit E1 from the dimmer switch supplies battery voltage to fuse 10 in the fuse block when the

dimmer switch is in the LOW or ON positions. Fuse 10 protects circuit E2 which supplies power to the transmission range lamp. The lamp is case grounded.

COMBINATION BUZZER

The combination buzzer module sounds an audible warning tone. The tone sounds for seat belt warning and when the key is in the ignition switch while the drivers door is open. The tone also sounds when the ignition switch is in the ON position while the drivers side seat belt is not buckled. Refer to Group 8U for buzzer operation.

Fuses 3 and 9 in the fuse block protect the combination buzzer. Fuse 3 powers circuit F32 which connects to the buzzer. Circuit A6 from fuse 3 in the Power Distribution Center (PDC) supplies power to the fuse block for circuit F32.

Circuit G5 from fuse 9 also provides voltage to the combination buzzer when the ignition switch is in the START or RUN position. The ignition switch connects circuit A1 from fuse 4 in the PDC to circuit A21. Circuit A21 connects to the fuse block.

When the key-in switch closes, it connects circuit G26 to circuit G16. Circuit G16 connects to the drivers side door jamb switch. When the drivers side door is open and the key-in switch is closed, the case grounded door jamb switch closes and supplies ground for the buzzer. Circuit G26 from the combination buzzer connects to the key-in switch.

Circuit G13 from the buzzer powers the seat belt warning lamp in the instrument cluster. Circuit Z1 at the instrument cluster provides ground for the lamp.

Circuit G10 from the buzzer connects to the seat belt switch. When the seat belt is unlatched, the seat belt switch closes providing ground on circuit Z1.

Circuit Z1 also grounds the combination buzzer module.

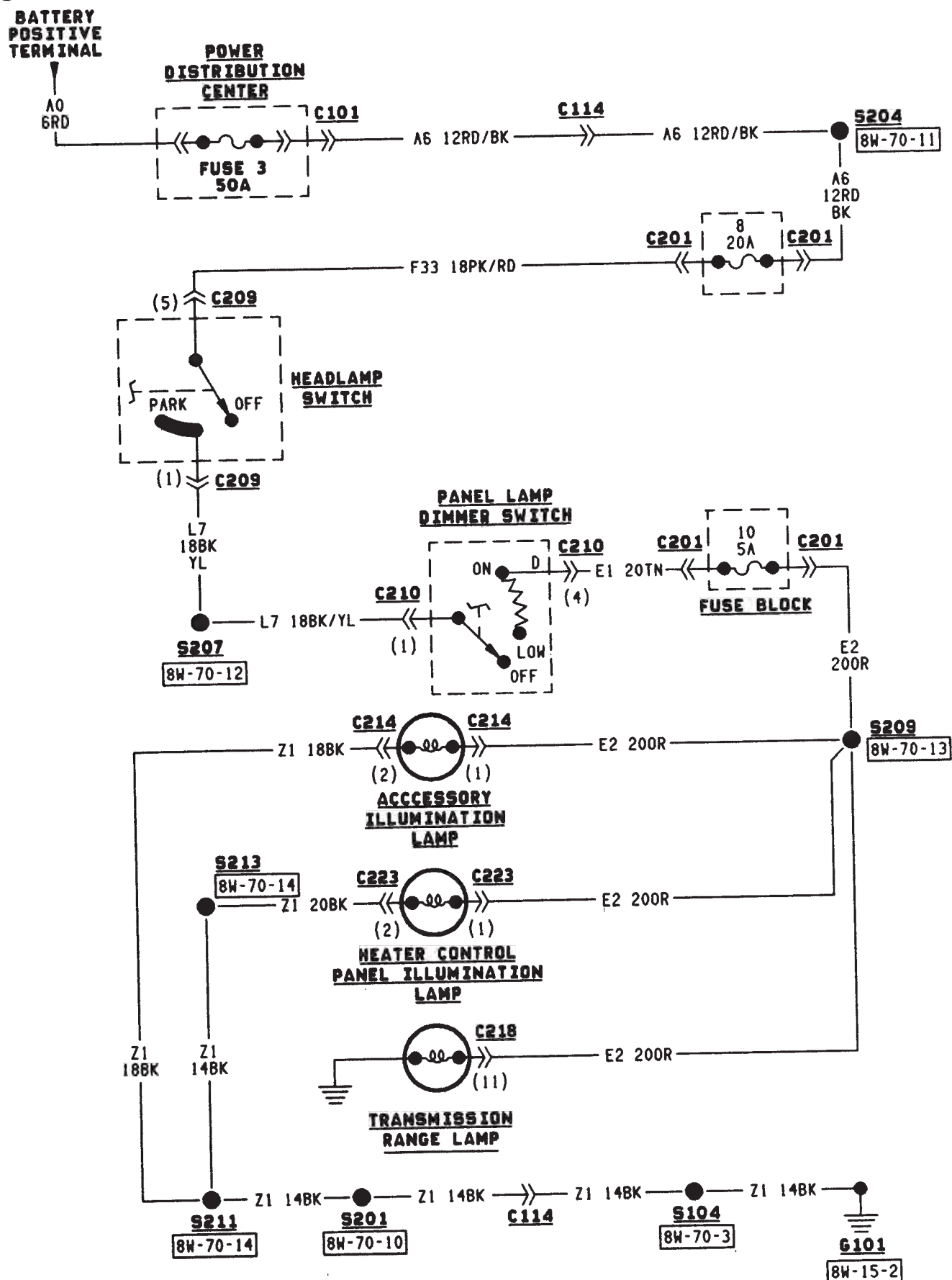
HELPFUL INFORMATION

- Circuit F32 also powers the stop lamp switch.
- Circuit G5 also provides power for the instrument cluster gauges and warning lamps, heated rear window relay and A/C compressor clutch relay. On Cana-

dian vehides, circuit G5 also powers the Daytime Running Lamps (DRL) module.

DIAGRAM INDEX

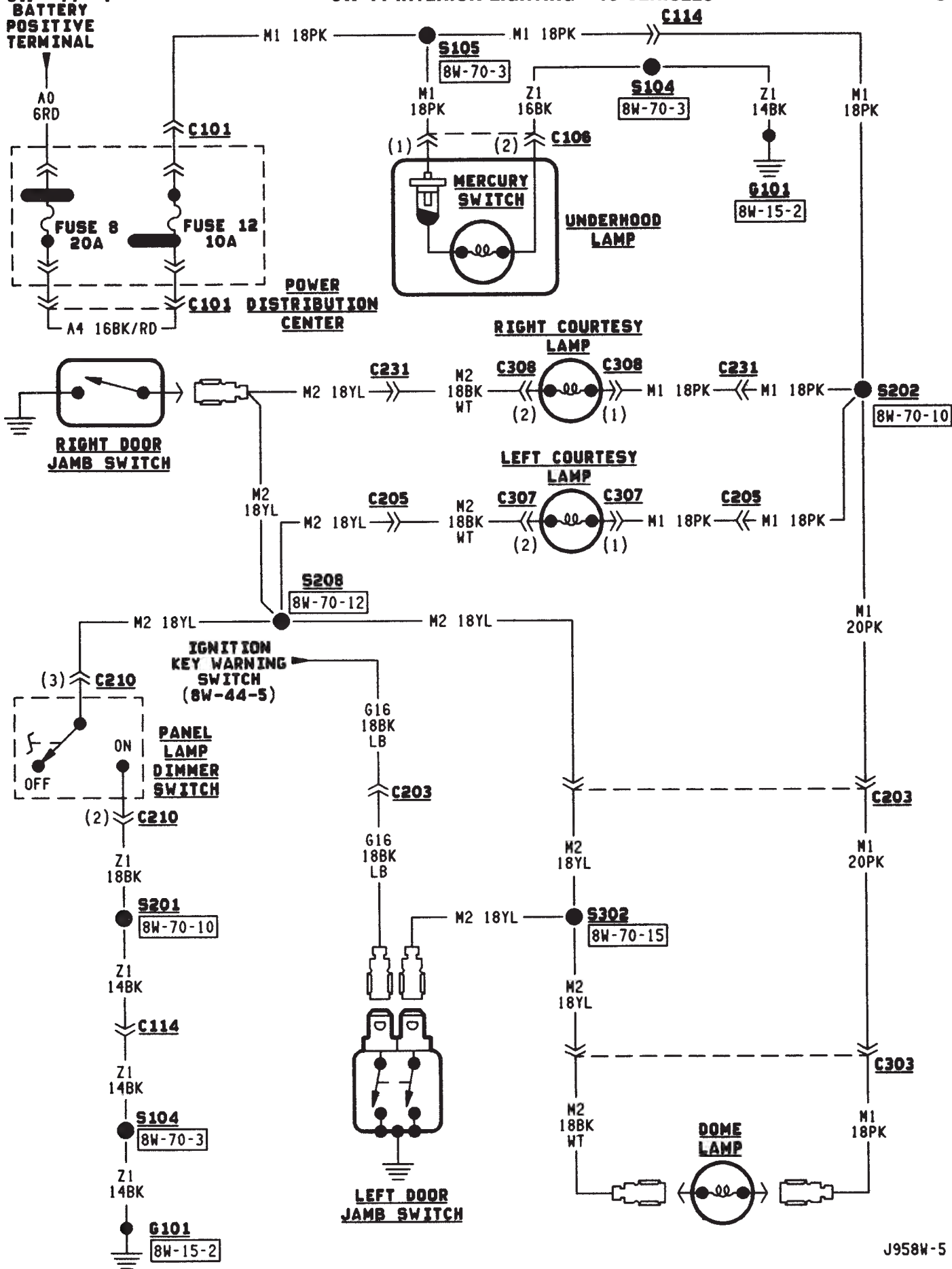
Component	Page
Combination Buzzer	8W-44-5
Courtesy Lamps	8W-44-4
Dome Lamps	8W-44-4
Door Jamb Switches	8W-44-4
Fuse 3 (Fuse Block)	8W-44-5
Fuse 3 (PDC)	8W-44-3, 5
Fuse 4 (PDC)	8W-44-5
Fuse 8 (Fuse Block)	8W-44-3
Fuse 8 (PDC)	8W-44-4
Fuse 9 (Fuse Block)	8W-44-5
Fuse 10 (Fuse Block)	8W-44-3
Fuse 12 (PDC)	8W-44-4
Headlamp Switch	8W-44-3
Ignition Switch	8W-44-5
Illumination Lamps	8W-44-3
Key-In Switch	8W-44-5
Panel Lamp Dimmer Switch	8W-44-3, 4
Seat Belt Switch	8W-44-5
Underhood Lamp	8W-44-4

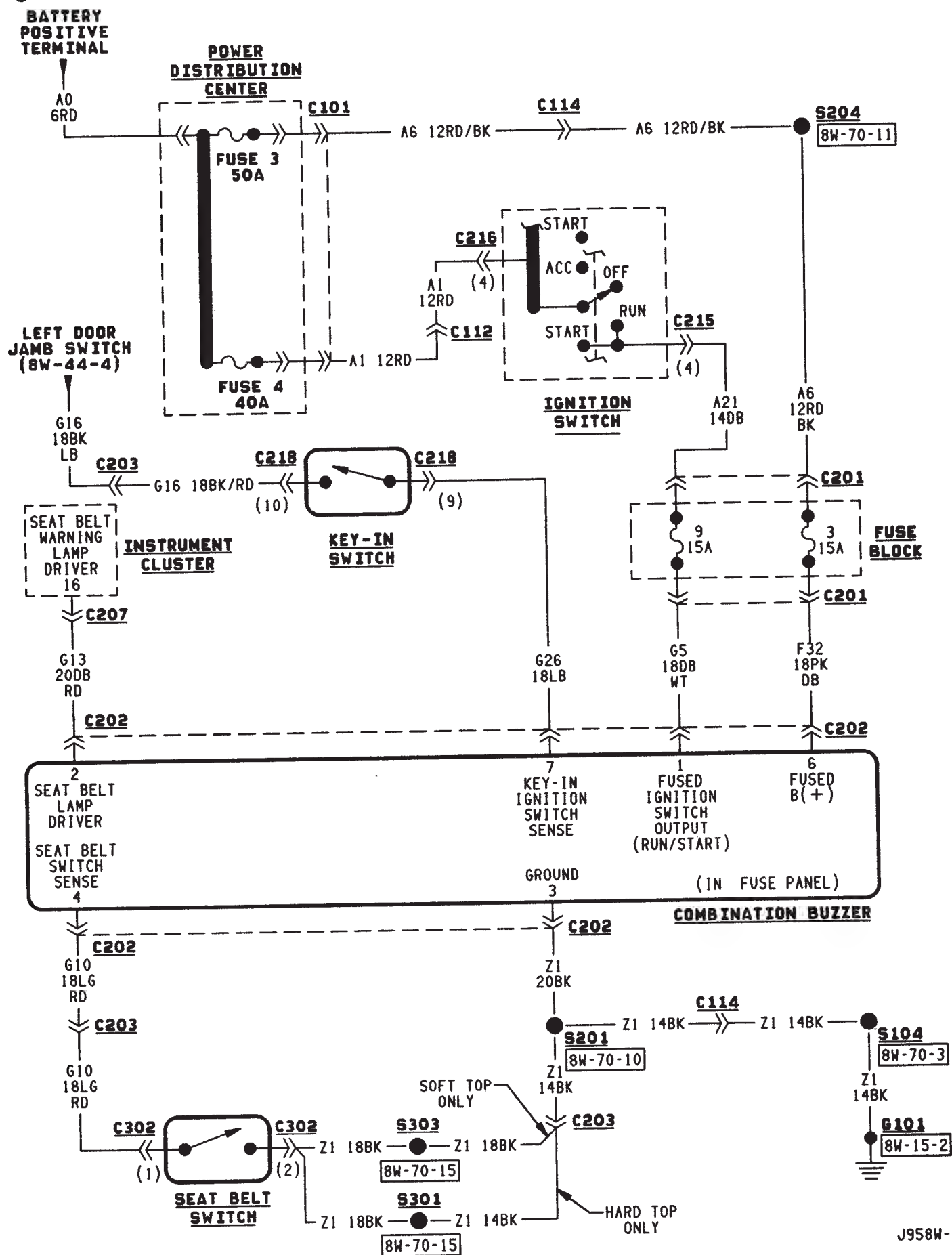


8W - 44 - 4
BATTERY
POSITIVE
TERMINAL

8W-44 INTERIOR LIGHTING—YJ VEHICLES

J





RADIO

RADIO MEMORY

Circuit M1 from the Ignition Off Draw (IOD) fuse in the Power Distribution Center (PDC) supplies power for the radio memory. The IOD fuse is removed during vehicle shipping to prevent excessive battery draw.

Circuit A4 from fuse 8 in the PDC supplies voltage to the IOD fuse in cavity 12. Circuit A4 is HOT at all times.

RADIO ILLUMINATION

Circuit E2 supplies battery voltage to the radio illumination lamps when the headlamps or parking lamps are ON and the dimmer switch is in the LOW or ON positions.

Circuit E22 supplies battery voltage for the radio clock and station frequency display. Circuit E22 originates at the radio illumination relay and is fed by either circuit F30 or circuit E2 depending on the switch position inside the relay.

When the headlamps and parking lamps are OFF, the radio illumination relay is in its normal At-Rest position. In the At Rest position, the relay connects circuit F30 from fuse 7 in the fuse block to circuit E22.

When the headlamps or parking lamps are ON, circuit L7 from the headlamp switch supplies battery voltage to the coil side of the radio illumination relay. Circuit Z1 provides ground for the coil side of the relay.

When voltage is present on circuit L7, the radio illumination relay switches from its at rest position to connect circuit E2 to circuit E22.

HELPFUL INFORMATION

- Circuit A31 supplies voltage to the fuse block for circuit F30 when the ignition switch is in the ACCESSORY or RUN positions. In these positions the ignition switch connects circuit A1 from fuse 4 in the PDC to circuit A31. Circuit A31 powers a bus bar in the fuse block that feeds circuit F30 through fuse 7.
- Circuit A6 from fuse 3 in the PDC supplies power to the fuse block for fuse 8. Fuse 8 protects circuit F33. When the headlamps or parking lamps are ON,

the headlamp switch connects circuit F33 to circuit L7. When the adjustable dimmer switch is in the LOW to ON positions, it connects circuit L7 to circuit E1. Circuit E1 powers fuse 10 in the fuse block. Fuse 10 in the fuse block protects circuit E2.

SPEAKERS

Circuit X53 feeds the speaker on the left side of the instrument panel. Circuit X55 is the return from the speaker to the radio.

Circuit X54 feeds the right instrument panel speaker. Circuit X56 is the return from the speaker to the radio.

The speaker feed and return circuits are double crimped at the front speakers and continue to the connector for the rear speakers. If the vehicle is not equipped with the rear speaker sound bar, a jumper is installed in the harness to simulate rear speaker load.

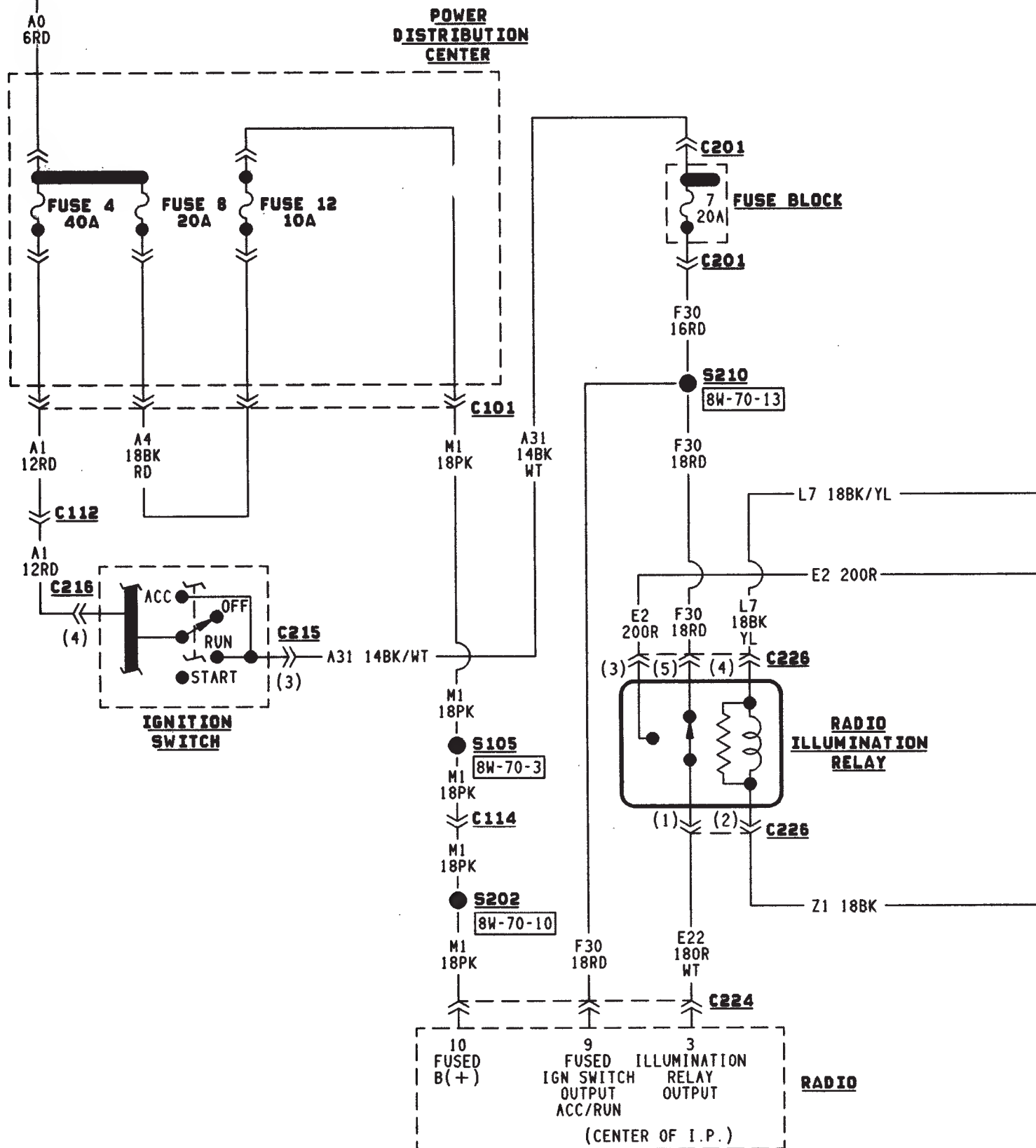
Circuit X51 feeds the left rear speaker. Circuit X57 is the return from the speaker to the radio.

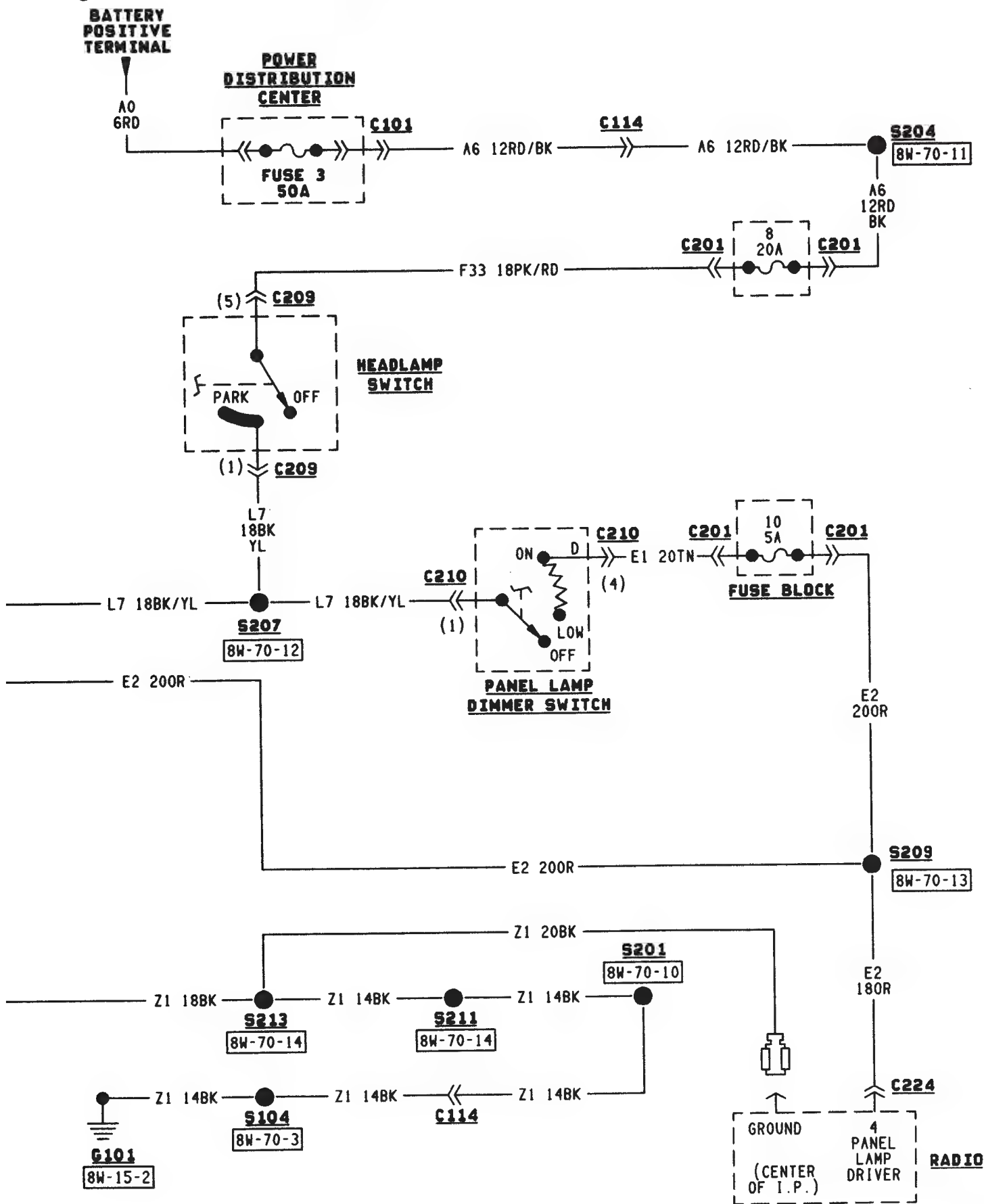
Circuit X52 feeds the right rear speaker. Circuit X58 is the return from the speaker to the radio.

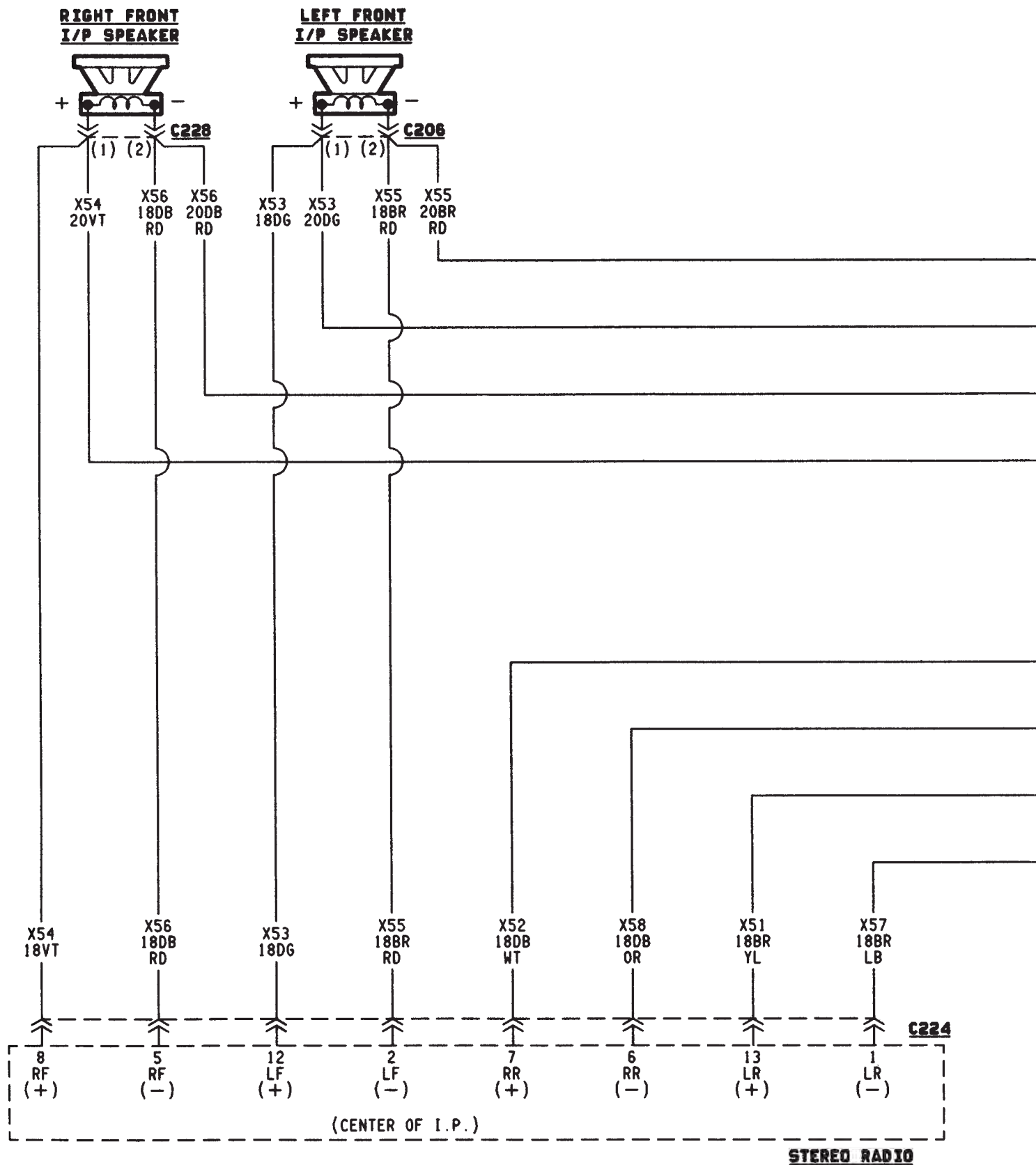
DIAGRAM INDEX

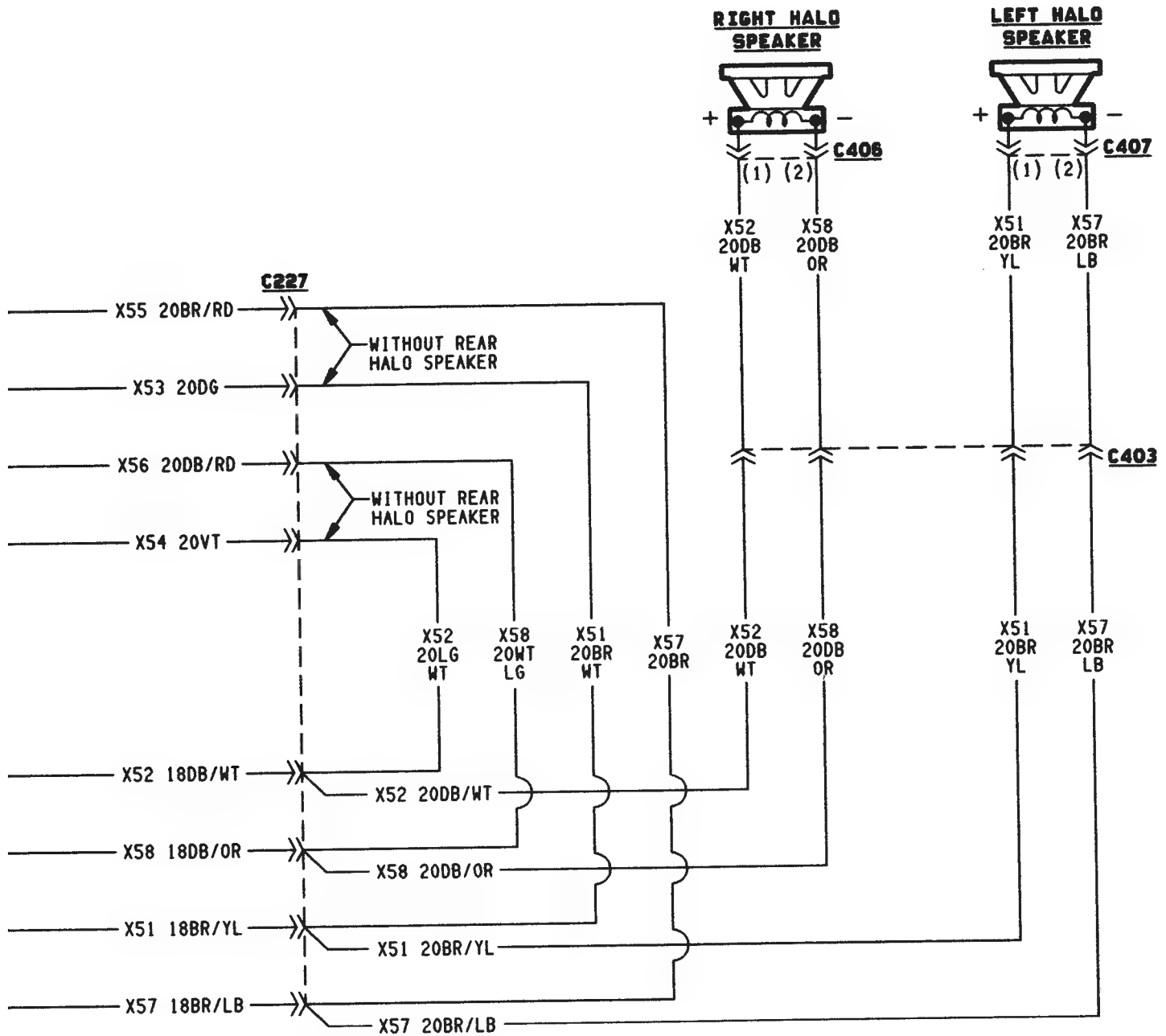
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Fuse 3 (PDC)	8W-47-3
Fuse 4 (PDC)	8W-47-2
Fuse 7 (Fuse Block)	8W-47-2
Fuse 8 (Fuse Block)	8W-47-3
Fuse 8 (PDC)	8W-47-2
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Left Rear Speaker	8W-47-5
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Radio	8W-47-2, 3, 4
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Right Front Speaker	8W-47-4
Right Rear Speaker	8W-47-5

BATTERY
POSITIVE
TERMINAL









HEATED REAR WINDOW

HEATED REAR WINDOW

The heated rear window relay supplies power to heated rear window grid. When the operator presses the heated rear window switch, the contacts inside the switch momentarily close and circuit C16 connects the relay timer to ground on circuit Z1. This causes the relay to change state and complete a circuit to energize the coil side of the relay and start the relay timer. Circuit G5 from fuse 9 in the fuse block supplies voltage to the coil side of the relay. Circuit Z1 provides ground for the relay.

When the heated rear window relay energizes, the contacts inside the relay close and connect circuit F32 to circuit C15. Fuse 3 in the fuse block protects circuit F32.

Circuit C15 is double crimped at the heated rear window relay. One branch of circuit C15 powers the indicator lamp in the heated rear window switch. The other branch of circuit C15 powers the heated rear window grid. Circuit Z1 provides ground for the heated rear window grid.

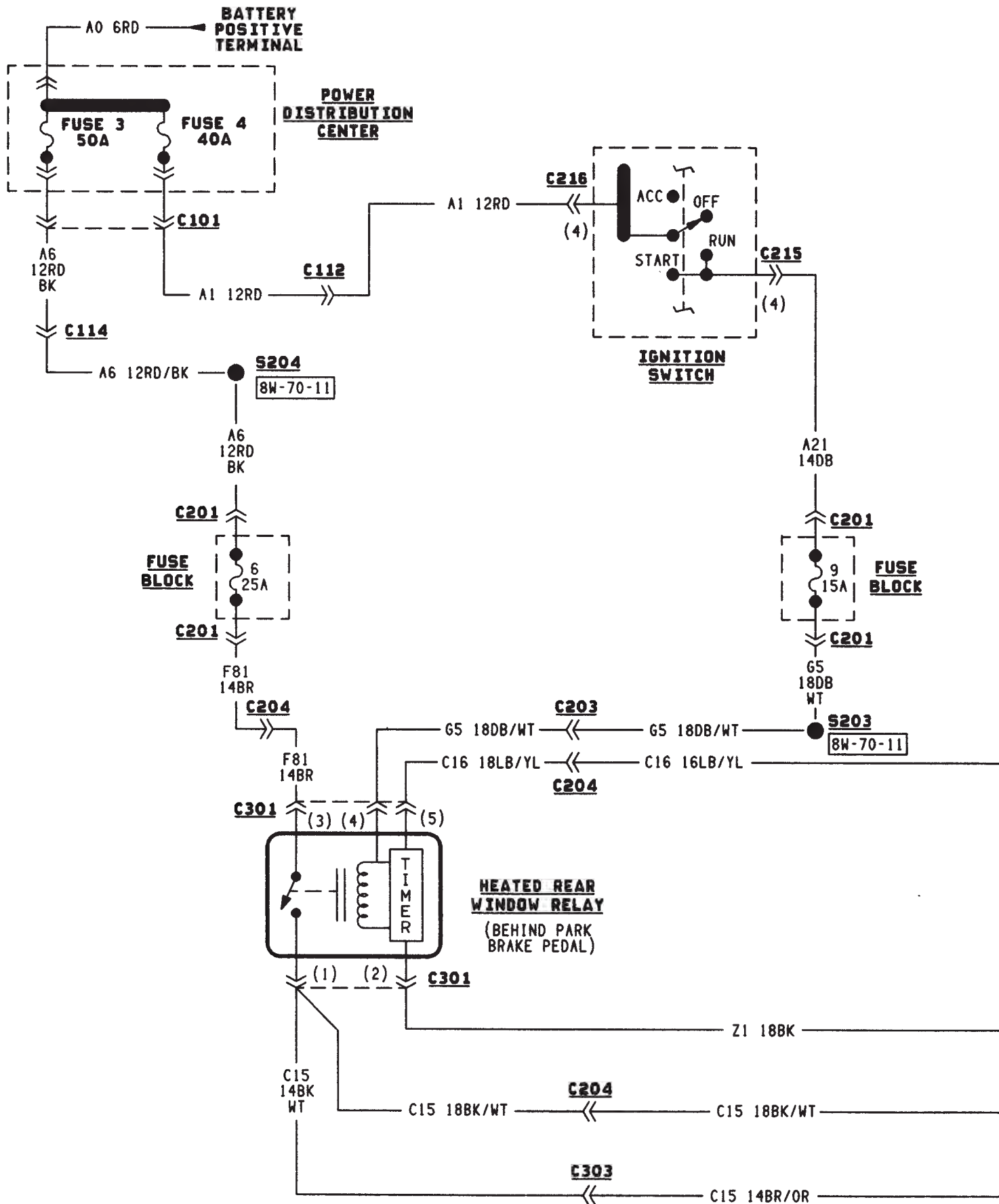
At the rear window grid, circuits C15 and Z1 pass through lift gate support struts.

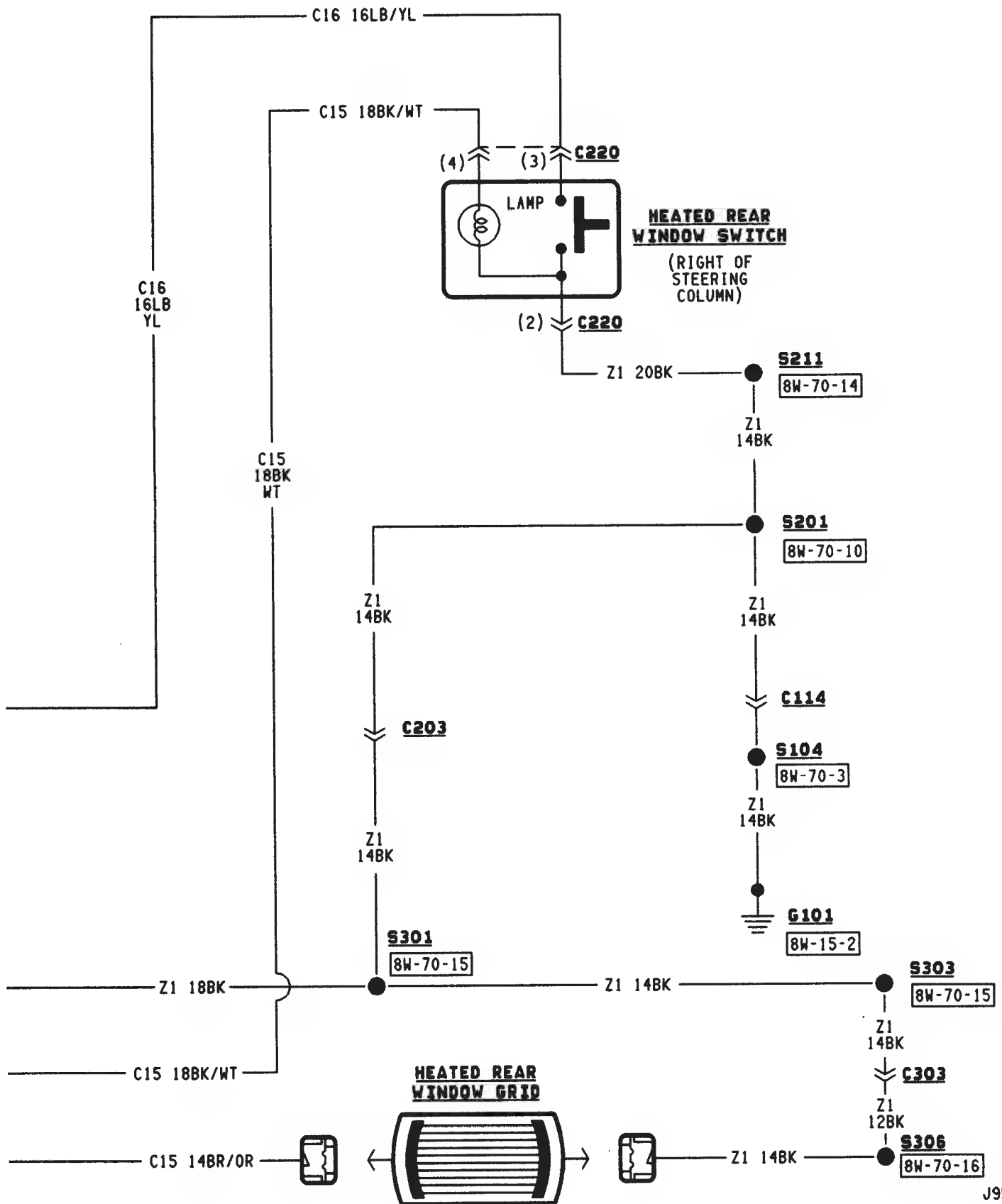
HELPFUL INFORMATION

- When the ignition switch is in the START or RUN positions, it connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 supplies battery voltage to the fuse block bus bar that powers circuit G5 through the fuse in cavity 9.
- Circuit A6 from PDC fuse 3 supplies battery voltage to the fuse block bus bar that feeds fuse 3 and circuit F32. Check fuse 3 in the PDC and fuse 3 in the fuse block.
- Check for broken grid lines on the window.
- Check for a broken bus bar or disconnected leads at the rear window.
- Check for a good ground.

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Heated Rear Window Grid	8W-48-3
Heated Rear Window Switch	8W-48-3





FRONT LIGHTING

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Diagram Index	2	Parking Lamps	1
Fog Lamps	1		

HEADLAMPS

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF. Two circuits, L2 and L20, connect the headlamp switch to the headlamp dimmer/optical horn switch. The dimmer switch feeds the low and high beams of the headlamps.

HEADLAMP SWITCH IN OFF OR PARKING LAMP POSITION

Circuit A3 from fuse 7 in the Power Distribution Center (PDC) supplies battery voltage to the headlamp switch. The headlamp switch has an internal circuit breaker that connects circuit A3 to circuit L20. The switch connects circuit A3 to circuit L2 when the headlamps are ON.

Circuit L20 connects to the dimmer switch. Circuit L20 powers the high beams of the head lamps on circuit L3 when the operator flashes the headlamps with the turn signal stalk.

HEADLAMP SWITCH IN ON POSITION

When the headlamp switch is in the ON position, the A3 circuit from the PDC connects to circuit L2. Circuit L2 connects to circuit L4 through the dimmer switch. Circuit L4 powers the low beam of the headlamps.

When the operator selects high beam operation with the turn signal stalk, the dimmer switch connects circuit L20 to circuit L3. Circuit L3 supplies battery voltage to the high beams.

HEADLAMP GROUND

Although circuit Z1 provides ground for both the right and left headlamps, it has different termination points for each. For the right headlamp, the Z1 circuit terminates at the radiator right support. For the left headlamp, the Z1 circuit terminates at the left radiator support.

HELPFUL INFORMATION

- Check fuse 7 in the PDC.
- The headlamp switch has an internal circuit breaker.
- For the left front parking lamp, turn signal, side marker lamp, headlamp, and fog lamp, circuit Z1 terminates at the left radiator support.

- For the right front parking lamp, turn signal, side marker lamp, headlamp, and fog lamp, circuit Z1 terminates at the right radiator support.

PARKING LAMPS

Circuit A6 from fuse 3 in the Power Distribution Center (PDC) connects to the fuse block bus bar that powers circuit F33. Fuse 8 in the fuse block protects circuit F33. Circuit F33 connects to the headlamp switch.

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF, plus a dimmer switch. When the headlamp switch is in the PARK or ON position, the switch connects circuit F33 to circuit L7. From the headlamp switch, circuit L7 branches to power the front parking lamps, rear tail lamps, and side marker lamps. Circuit L7 also powers the park lamp relay, if equipped with fog lamps.

GROUND CIRCUIT

- For the left front parking lamp, turn signal, side marker lamp, headlamp, and fog lamp, circuit Z1 terminates at the left radiator support.
- For the right front parking lamp, turn signal, side marker lamp, headlamp, and fog lamp, circuit Z1 terminates at the right radiator support.

HELPFUL INFORMATION

- Check fuse 3 in the PDC.
- Check fuse 8 in the fuse block.
- Circuit L7 also feeds the radio, if equipped.

FOG LAMPS

The fog lamps are controlled by the fog lamp switch and two relays. The fog lamps operate only when the headlamp switch is in the ON position, and the operator has selected low-beam operation. When the headlamps are in high-beam operation, the fog lamps will not operate.

When the headlamps or parking lamps are ON, circuit L7 from the headlamp switch supplies battery voltage to the coil side of the park lamp relay. When the operator presses the fog lamp switch, it provides ground for the coil side of the park lamp relay. This energizes the relay.

When the park lamp relay energizes, the relay contacts close and connect circuit F81 from fuse 6 in the fuse block to circuit L36. Circuit L36 connects to the contact side of the high beam relay. The contacts in the high beam relay are normally closed. Battery voltage flows through high beam relay to the fog lamps on circuit L39. Circuit L39 also splices to the lamp in the fog lamp switch.

Circuit L3 from the dimmer switch provides power for the high beams of the headlamps and connects to Circuit G34. Circuit G34 powers the coil side of the high beam relay. Circuit Z1 provides ground for the coil. When the operator selects high beam operation or flashes the optical horn, circuit G34 energizes the high beam relay. When energized, the normally closed contacts in the relay open, shutting off battery voltage to the fog lamps on circuit L39.

HELPFUL INFORMATION

- Circuit A6 from fuse 3 in the PDC supplies voltage to the fuse block for fuses in cavities 3 and 6. Fuse 6 in the fuse block protects circuit F81 which powers the contact side of the park lamp relay.
- In the high beam position, the dimmer switch connects circuit L20 from the headlamp switch to circuit L3. The headlamp switch connects circuit A3 from fuse 7 in the PDC with circuit L20. Circuits A3 and L20 are HOT at all times.

DAYTIME RUNNING LAMP (DRL) MODULE—
CANADIAN VEHICLES ONLY

On Canadian vehicles, the low-beam headlamps operate when the ignition switch is in the RUN position and the headlamp switch is OFF.

When the ignition switch is in the START or RUN positions, circuit A1 from fuse 4 in the Power Distribution Center (PDC) connects to circuit A21. Circuit A21 supplies voltage to circuit G5 through fuse 9 in the fuse block. Circuit G5 splices to supply battery voltage to the DRL module.

Circuit L20 from the headlamp switch connects to the DRL module. Circuit L20 is HOT at all times.

The DRL module receives the vehicle speed sensor input from circuit G7. Circuit G34 from the DRL

module provides power for the high beam indicator lamp in the instrument cluster.

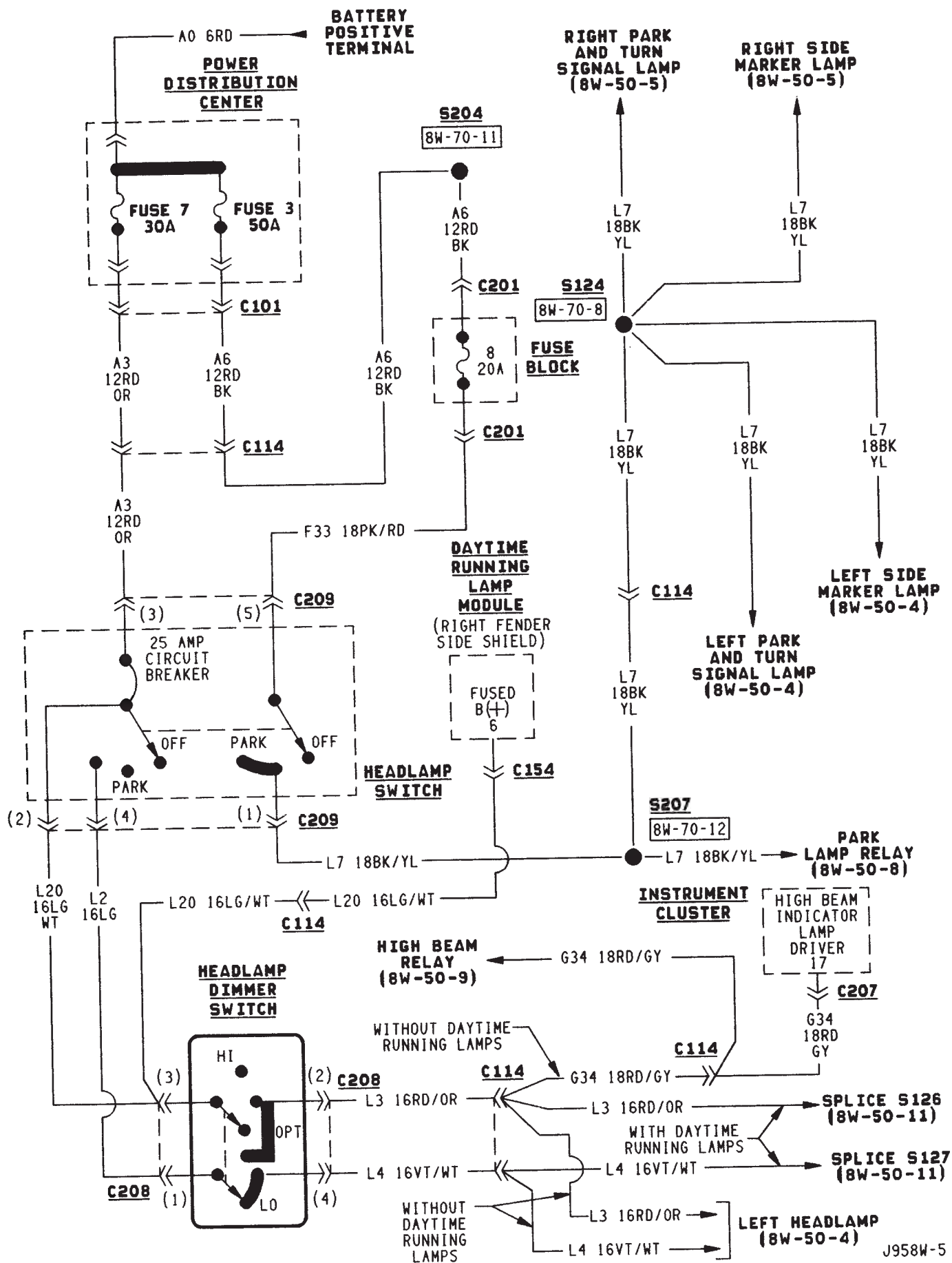
Circuit L4 feeds the low beams of the headlamps. When the headlamp switch is in the OFF position, the DRL module powers the left and right headlamps on circuit L4. When the headlamps are ON, the dimmer switch powers the low beams on circuit L4.

Circuit L3 feeds the high beams of the headlamps. When the operator flashes the high beams with the turn signal stalk, the DRL senses voltage on circuit L3. When it senses voltage on circuit L3, the DRL module stops supplying power to the low beams on circuit L4.

Circuit Z1 provides ground for the DRL module. Circuit Z1 terminates at the radiator left side support.

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Fuse 4 (PDC)	.8W-50-10
Fuse 6 (Fuse Block)	.8W-50-8
Fuse 7 (PDC)	.8W-50-3, 10
Fuse 8 (Fuse Block)	.8W-50-3
Fuse 9 (Fuse Block)	.8W-50-10
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Left Side Marker Lamp	.8W-50-4, 6
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Powertrain Control Module	.8W-50-11
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Right Park, Turn Signal Lamp	.8W-50-5, 7
Right Side Marker Lamp	.8W-50-5, 7



**INSTRUMENT
CLUSTER**

17
HIGH
BEAM
INDICATOR
LAMP
DRIVER

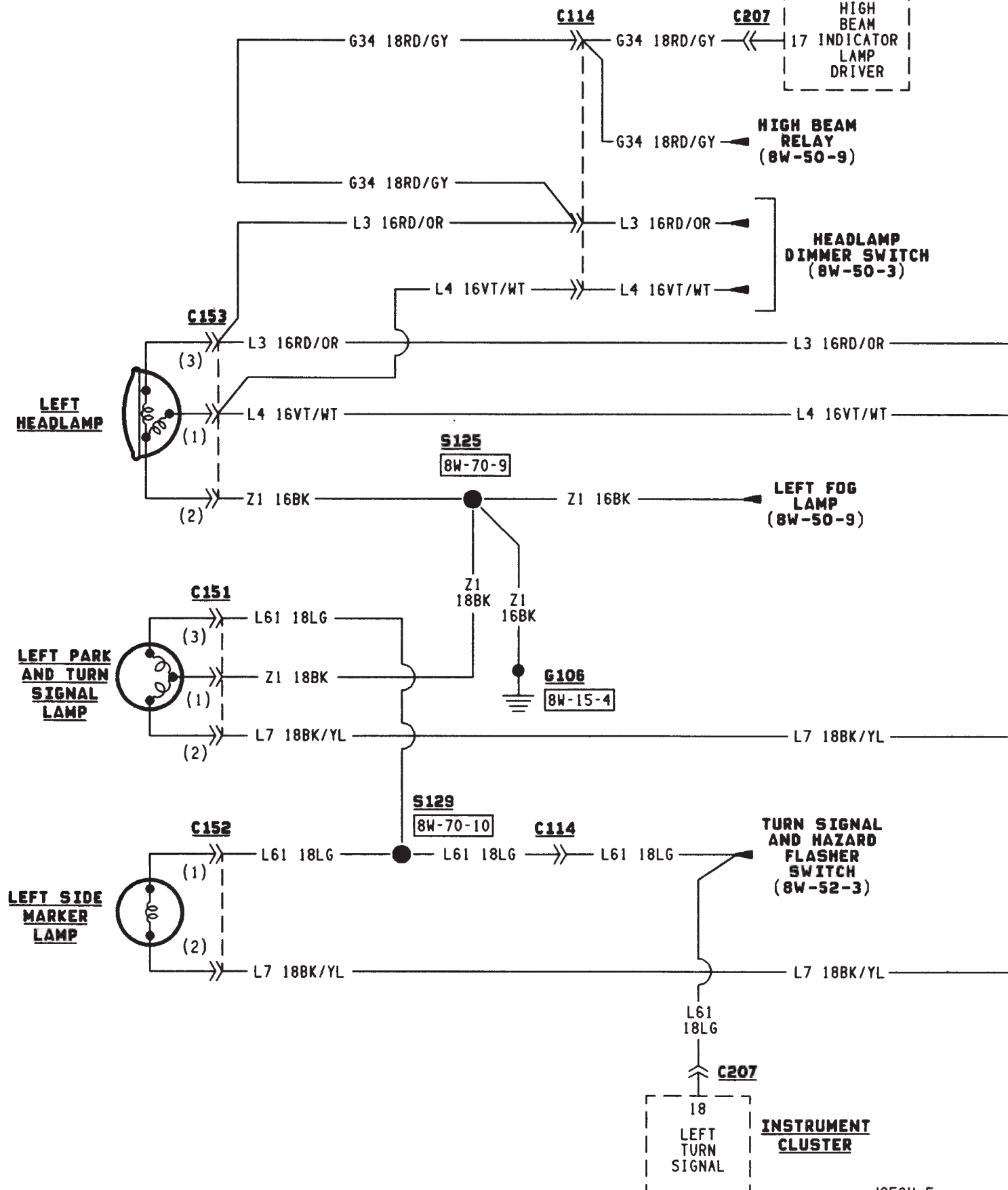
HIGH BEAM
RELAY
(8W-50-9)

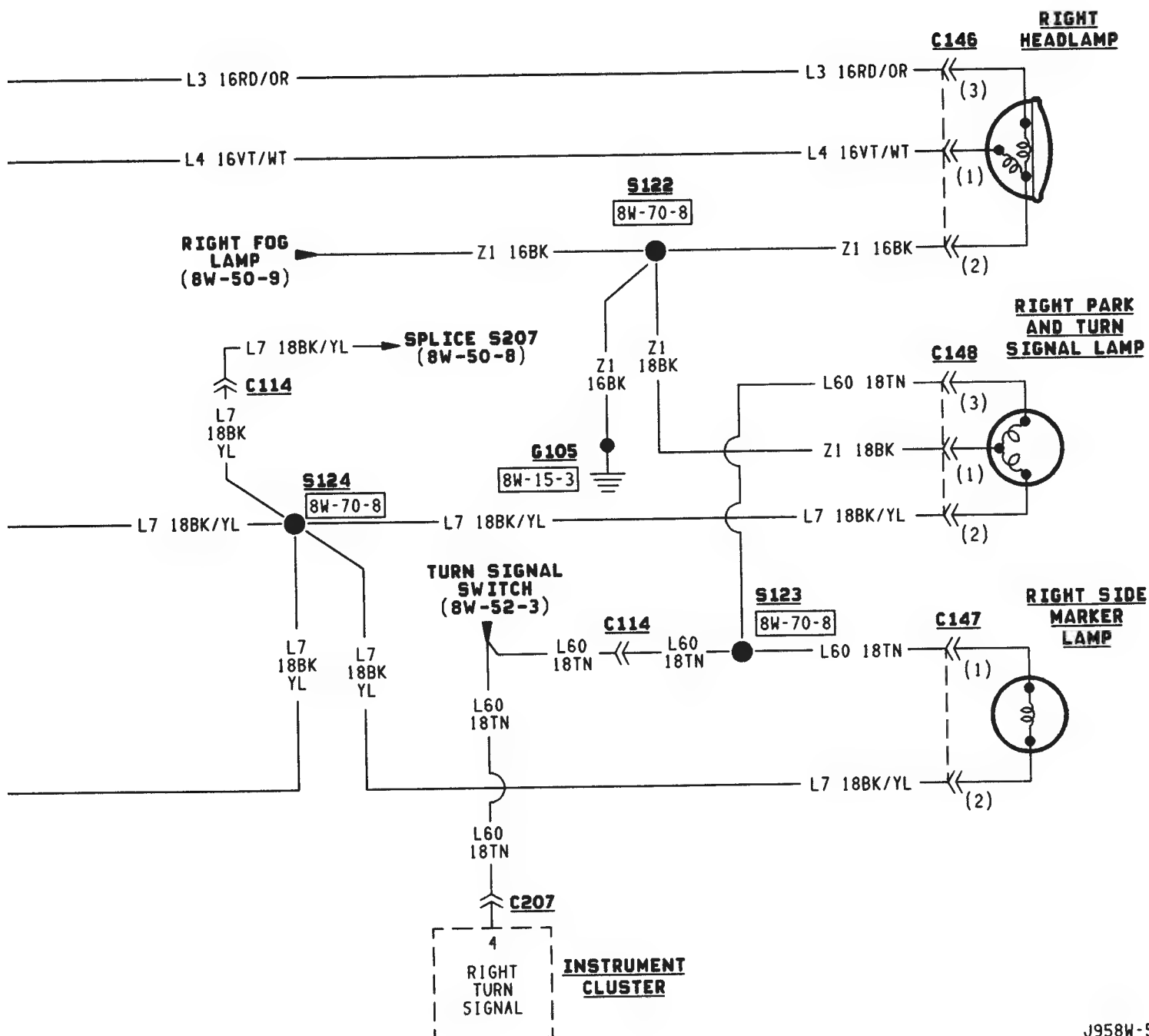
HEADLAMP
DIMMER SWITCH
(8W-50-3)

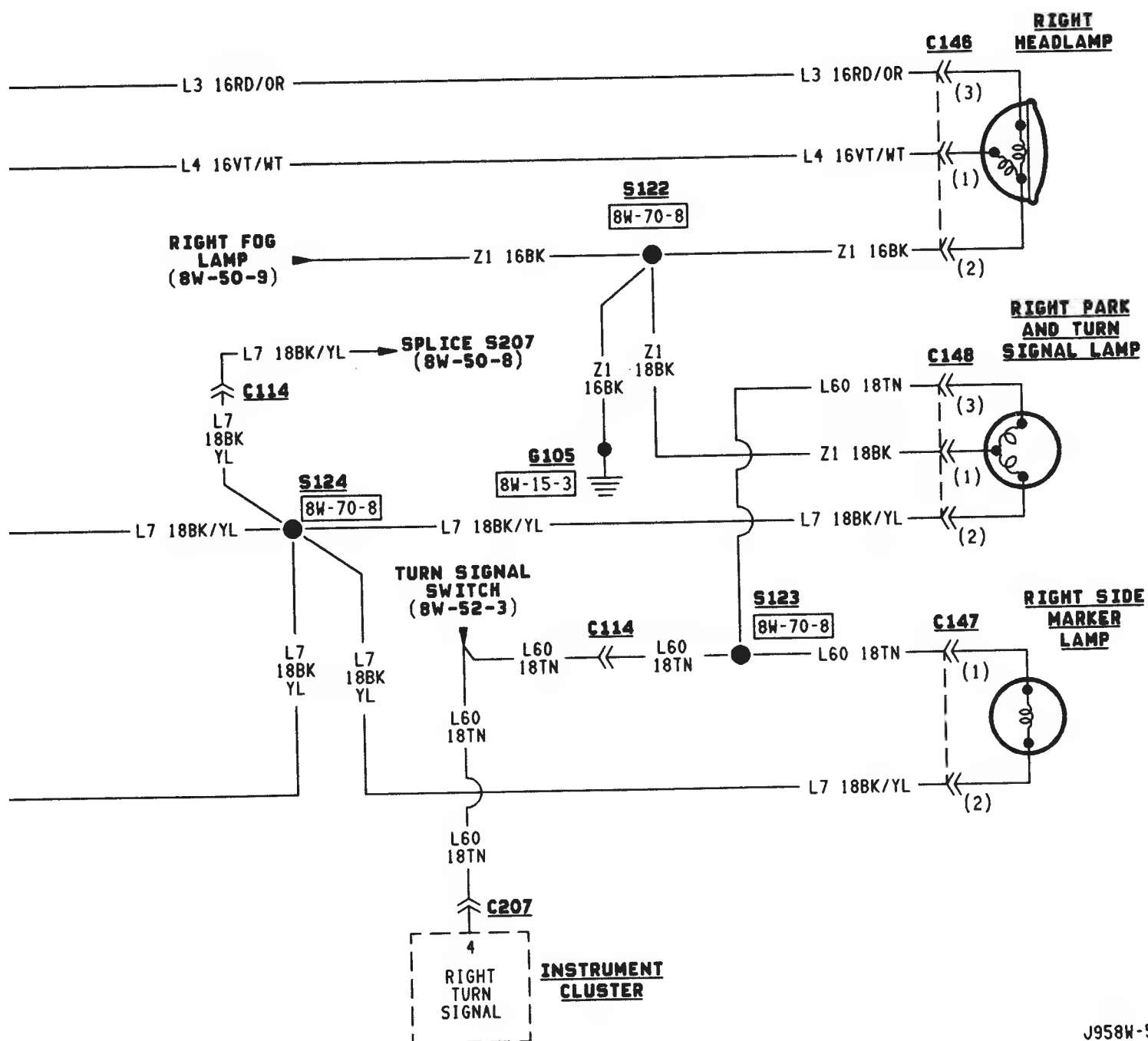
LEFT FOG
LAMP
(8W-50-9)

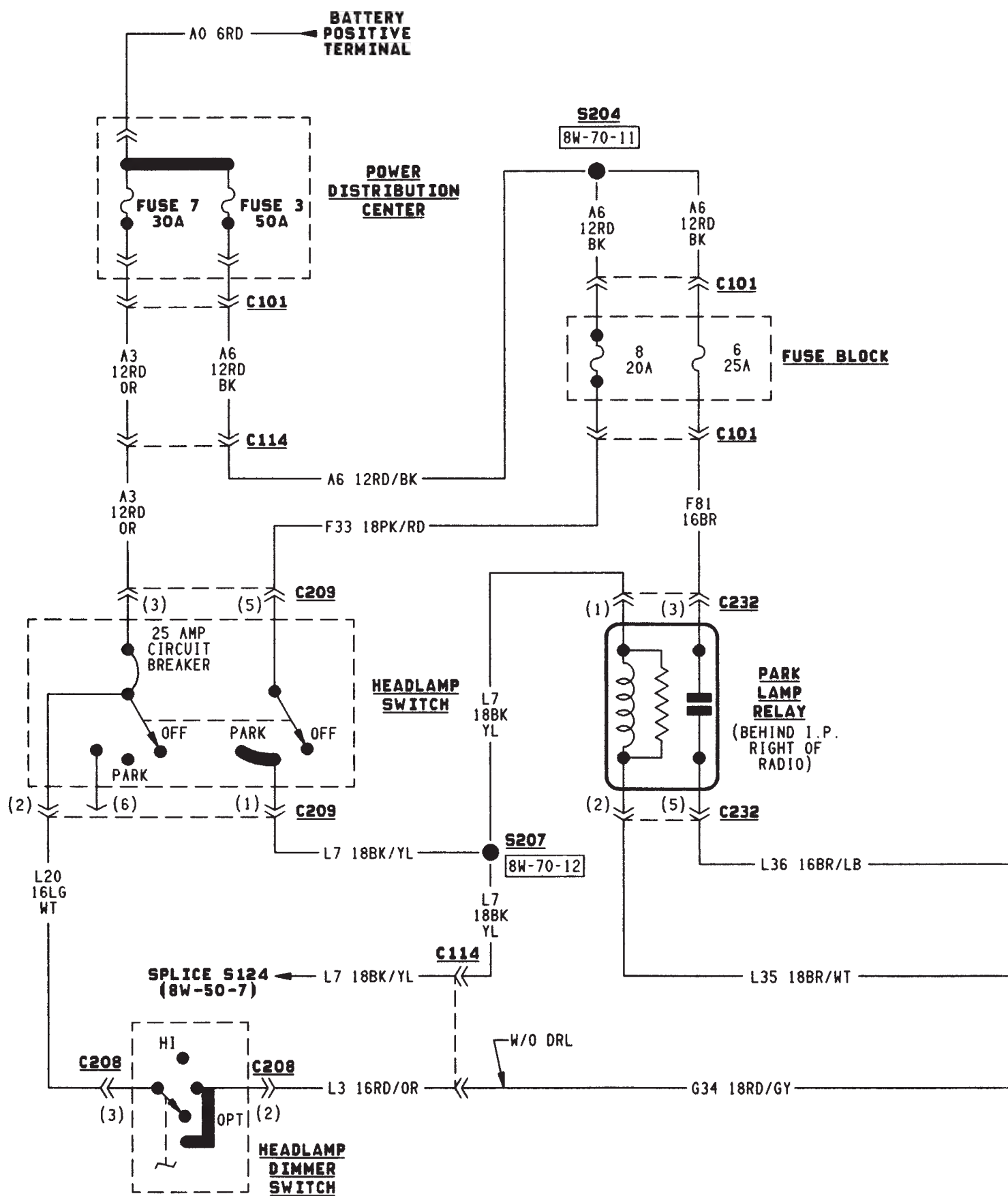
TURN SIGNAL
AND HAZARD
FLASHER
SWITCH
(8W-52-3)

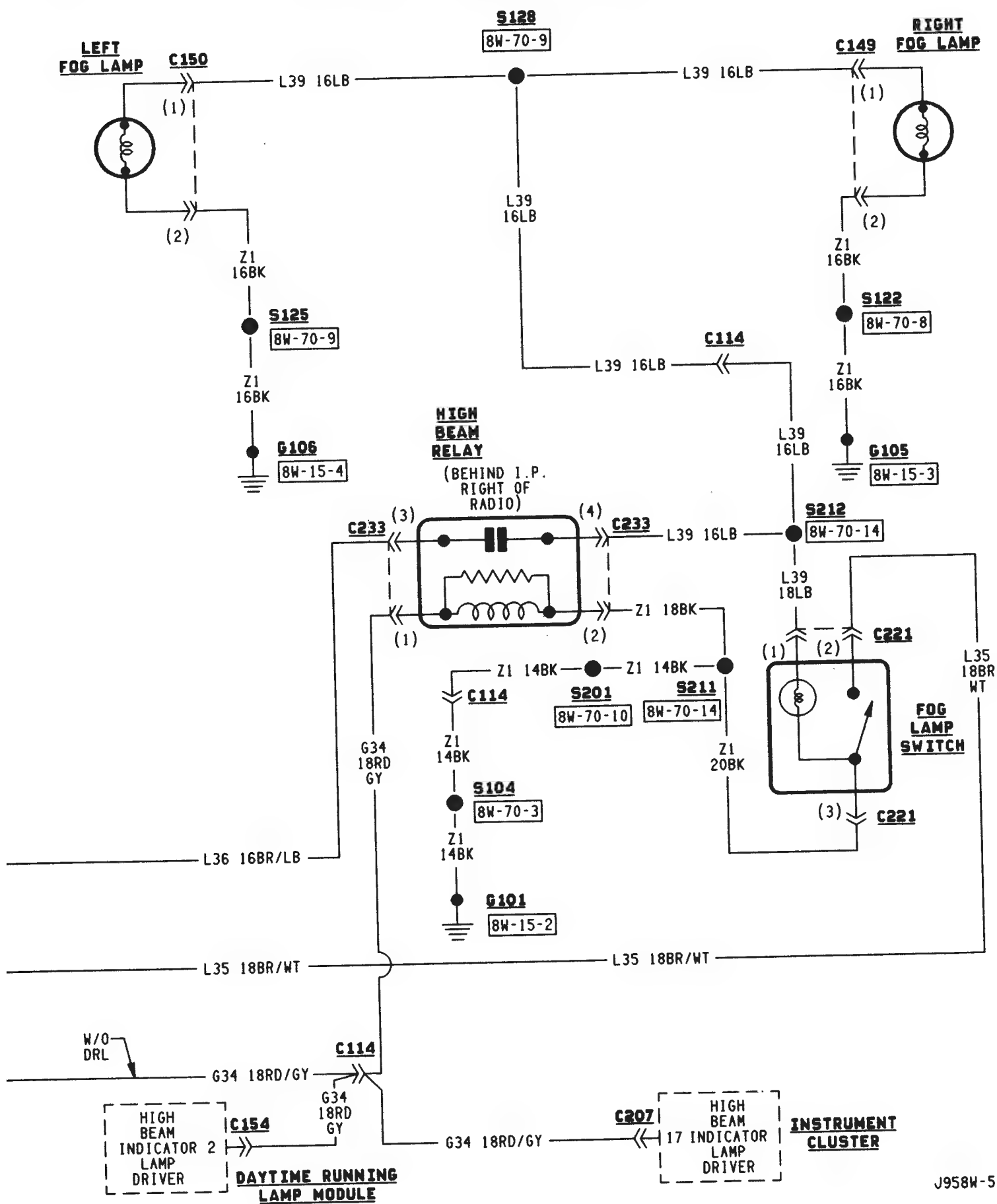
INSTRUMENT
CLUSTER

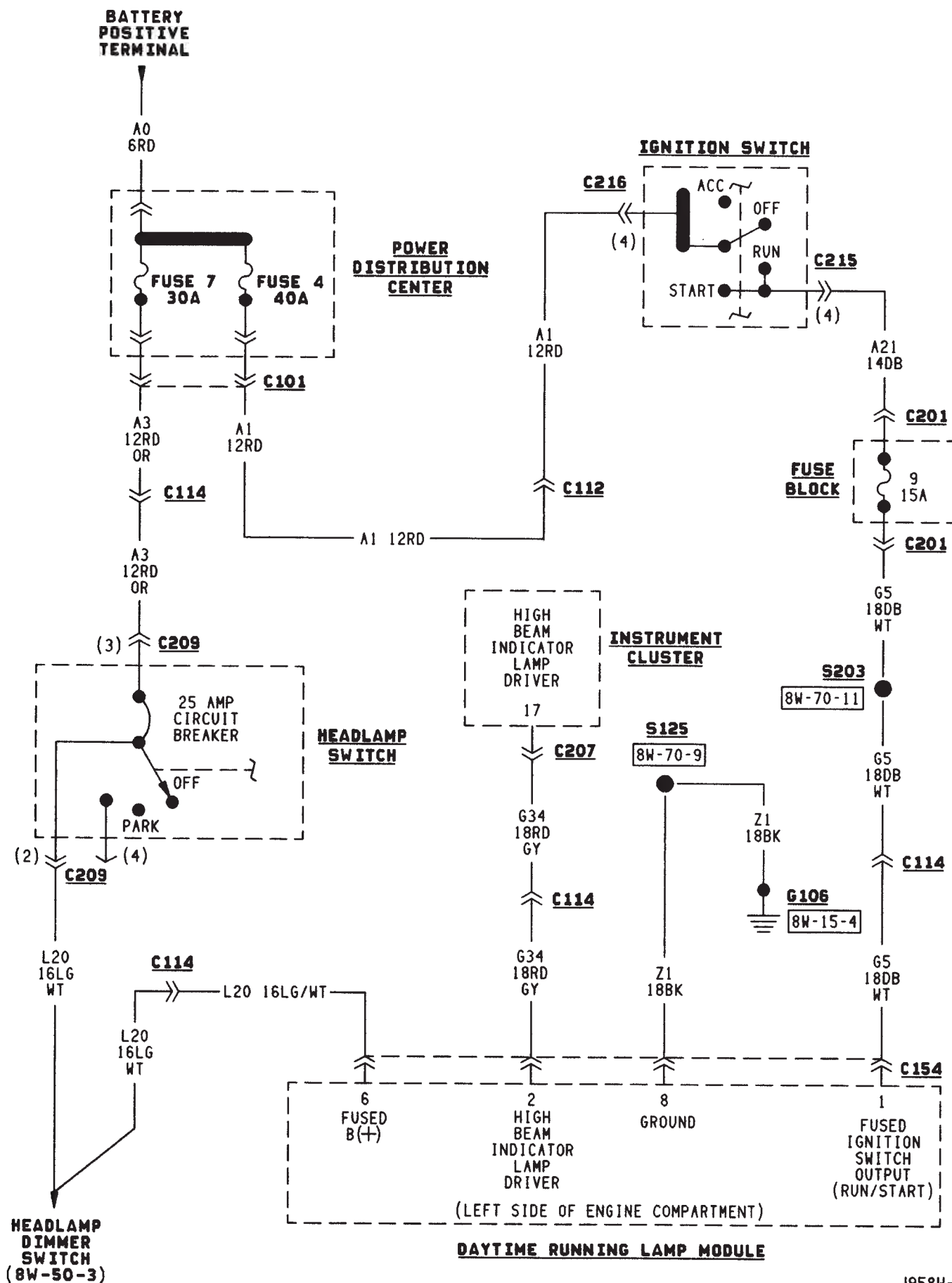


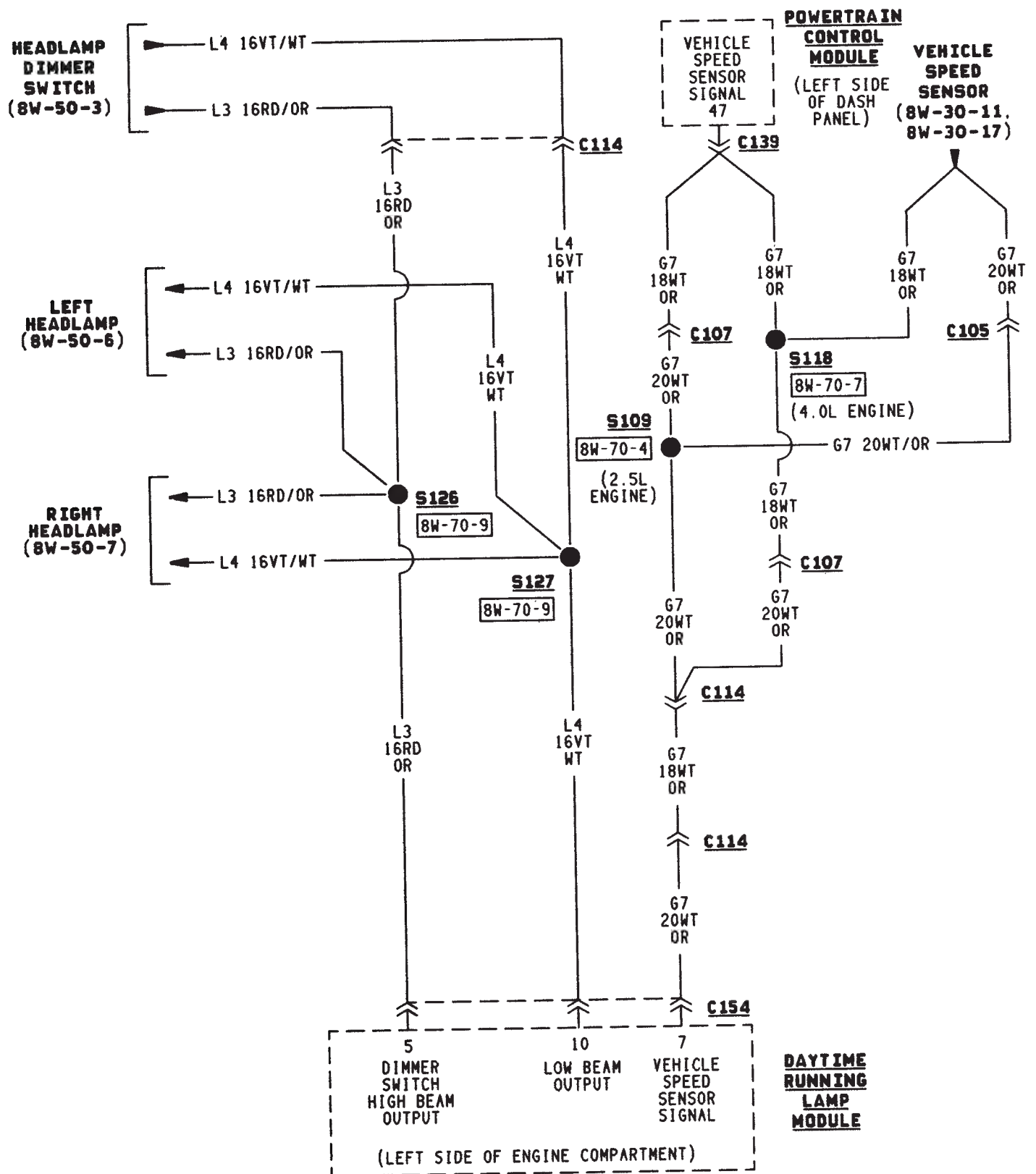












REAR LIGHTING

TAIL LAMPS AND LICENSE PLATE LAMPS

Circuit A6 in the Power Distribution Center (PDC) connects to a bus bar in the fuse block. The fuse block bus bar powers circuit F33. Circuit F33 connects to the headlamp switch. Fuse 3 in the PDC protects circuit A3. Fuse 8 in the fuse block protects circuit F33.

The headlamp switch has three positions: ON, PARK (parking lamps) and OFF, plus a dimmer switch. When the headlamp switch is in the PARK or ON position, the switch connects circuit F33 to circuit L7. From the headlamp switch, circuit L7 branches to power the front parking lamps and rear tail and license plate lamps. The lamps are case grounded.

HELPFUL INFORMATION

- If the vehicle is equipped with factory installed fog lamps, circuit L7 splices to feed the park lamp relay.
- Jumper harnesses connect the tail, stop, turn signal lamp to the body harness.
- Check fuse 3 in the PDC.
- Check fuse 8 in the fuse block.
- Circuit L7 also feeds the radio, if equipped.

STOP LAMPS AND CHMSL LAMPS

Circuit A6 from fuse 3 in the Power Distribution Center (PDC) supplies voltage to the fuse block bus bar. The bus bar powers circuit F32 through fuse 3 in the fuse block. Circuit F32 connects to the stop lamp switch.

When the operator depresses the brake pedal, the stop lamp switch closes, and connects circuit F32 to circuit L50. Circuit L50 connects to the CHMSL lamps and turn signal/hazard flasher. Circuit Z1 provides ground for the CHMSL lamps. The turn signal/hazard flasher supplies current to the L62 and L63 circuits. Circuit L62 powers the right stop lamp. Circuit L63 powers the left stop lamp. The stop lamps are case grounded.

HELPFUL INFORMATION

- Circuits L50 and Z1 pass through contacts in the rear door before reaching the CHMSL lamps.
- Check fuse 3 in the PDC.

- Check fuse 3 in the fuse block.
- Check for continuity across the stop lamp switch when it is closed.
- If the vehicle is equipped with anti-lock brakes, circuit L50 connects to the ABS module.

BACK-UP LAMPS

In the START or RUN position, the ignition switch connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) to circuit A21. Circuit A21 feeds a bus bar in the fuse block that powers circuit G5 through fuse 9.

Circuit G5 splices to supply power to the back-up lamp switch. On automatic transmission vehicles, the back-up lamp switch is part of an assembly that includes the PARK/NEUTRAL position switch.

When the operator puts the transmission in Reverse, the back-up lamp switch connects circuit G5 to circuit L1. Circuit L1 feeds the case grounded back-up lamps.

HELPFUL INFORMATION

- Check fuse 4 in the PDC.
- Check fuse 9 in the fuse block.
- Check for continuity across the back-up lamp switch when it is closed.

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Fuse 9 (Fuse Block)	8W-51-2
Fuse 8 (Fuse Block)	8W-51-2
Headlamp Switch	8W-51-2
Ignition Switch	8W-51-2
Powertrain Control Module	8W-51-3
Stop Lamp Switch	8W-51-3
Tail, Stop, and Turn Signal Lamps	8W-51-4

**ANTI-LOCK
BRAKE SYSTEM
CONTROL
MODULE**
(CENTER
OF I.P.)

BRAKE
LAMP
SWITCH
OUTPUT

C110

C114

C203

**STOP
LAMP
SWITCH**
(TOP OF
BRAKE
PEDAL)

C217

C217

**HAZARD
FLASHER
SWITCH**
(8W-52-3)

**CENTER
HIGH
MOUNTED
STOP LAMP#1**

F32 18PK/DB

Z1 18BK

S213

8W-70-14

Z1 14BK

S211

8W-70-14

Z1 14BK

S201

8W-70-10

Z1 14BK

C114

L7 18BK
YL

Z1 14BK

S104

8W-70-3

Z1 14BK

G101

8W-15-2

(4)

(3)

V40 18WT
PK

C114

V40 18WT
PK

C107

V40 18WT
PK

C139

29
STOP
LAMP
SWITCH
SENSE

**POWERTRAIN
CONTROL
MODULE**
(LEFT SIDE OF
DASH PANEL)

S301

8W-70-15

Z1 18BK

Z1 18BK

Z1 18BK

S303

8W-70-15

C203

L7 18BK/YL

L7 18BK/YL

SPLICE S305
(8W-51-4)

C105

C112

L1 18VT

L1 18VT

L1 18VT/BK

L1 18VT/BK

SPLICE S304
(8W-51-4)



TURN SIGNALS

TURN SIGNALS

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) to circuit A31. Circuit A31 feeds circuit L5 through fuse 4 in the fuse block.

Circuit L5 powers the turn signal flasher. Circuit L6 from the flasher connects to the turn signal/hazard flasher switch which supplies current to the turn signals. The switch connects to the turn signal and side marker lamps on circuits L60, L61, L62 and L63.

RIGHT TURN SIGNAL

When the operator selects the right turn signal, the turn signal/hazard flasher switch connects power from circuit L6 to circuits L60 and L62. Circuit L62 feeds the right rear turn signal/hazard flasher/stop lamp.

Circuit L60 feeds the right front turn signal/hazard flasher lamp and side marker lamp. Circuit L60 also splices to power the turn signal indicator lamp on the instrument cluster.

LEFT TURN SIGNAL

When the operator selects the left turn signal, the turn signal/hazard flasher switch connects power from circuit L6 to circuits L61 and L63. Circuit L63 feeds the left rear turn signal/hazard flasher/stop lamp.

Circuit L61 feeds the left front turn signal/hazard flasher lamp and side marker lamp. Circuit L61 also splices to power the turn signal indicator lamp on the instrument cluster.

GROUND CIRCUIT

Circuit Z1 provides a ground for the left front park and turn signal lamp, side marker lamp and head lamp. The grounding point for circuit Z1 is the radiator left support.

Circuit Z1 provides a ground for the right front park and turn signal lamp, side marker lamp and head lamp. The grounding point for circuit Z1 is the radiator right support.

HELPFUL INFORMATION

- Check fuse 4 in the PDC.
- Check fuse 4 in the fuse block.

HAZARD FLASHERS

Circuit L9 from fuse 5 in the Power Distribution Center (PDC) supplies power to the hazard flasher. Circuit L19 from the flasher connects to the turn signal/hazard flasher switch.

When the operator presses the hazard flasher button, the turn signal/hazard flasher switch connects circuit L19 to circuits L60, L61, L62, and L63. Circuit L62 powers the right rear turn signal/stop/hazard lamp. Circuit L63 powers the left rear turn signal/stop/hazard lamp. Circuit L60 powers the right front indicator lamp. Circuit L61 powers the left front lamp.

Circuit L60 also splices to feed the instrument cluster right indicator lamp. Circuit L61 splices to feed the instrument cluster left indicator lamp.

GROUND CIRCUIT

The rear turn signal/stop/hazard lamps are case grounded.

Circuit Z1 provides a ground for the left front park and turn signal lamp, side marker lamp and head lamp. The grounding point for circuit Z1 is the radiator left support.

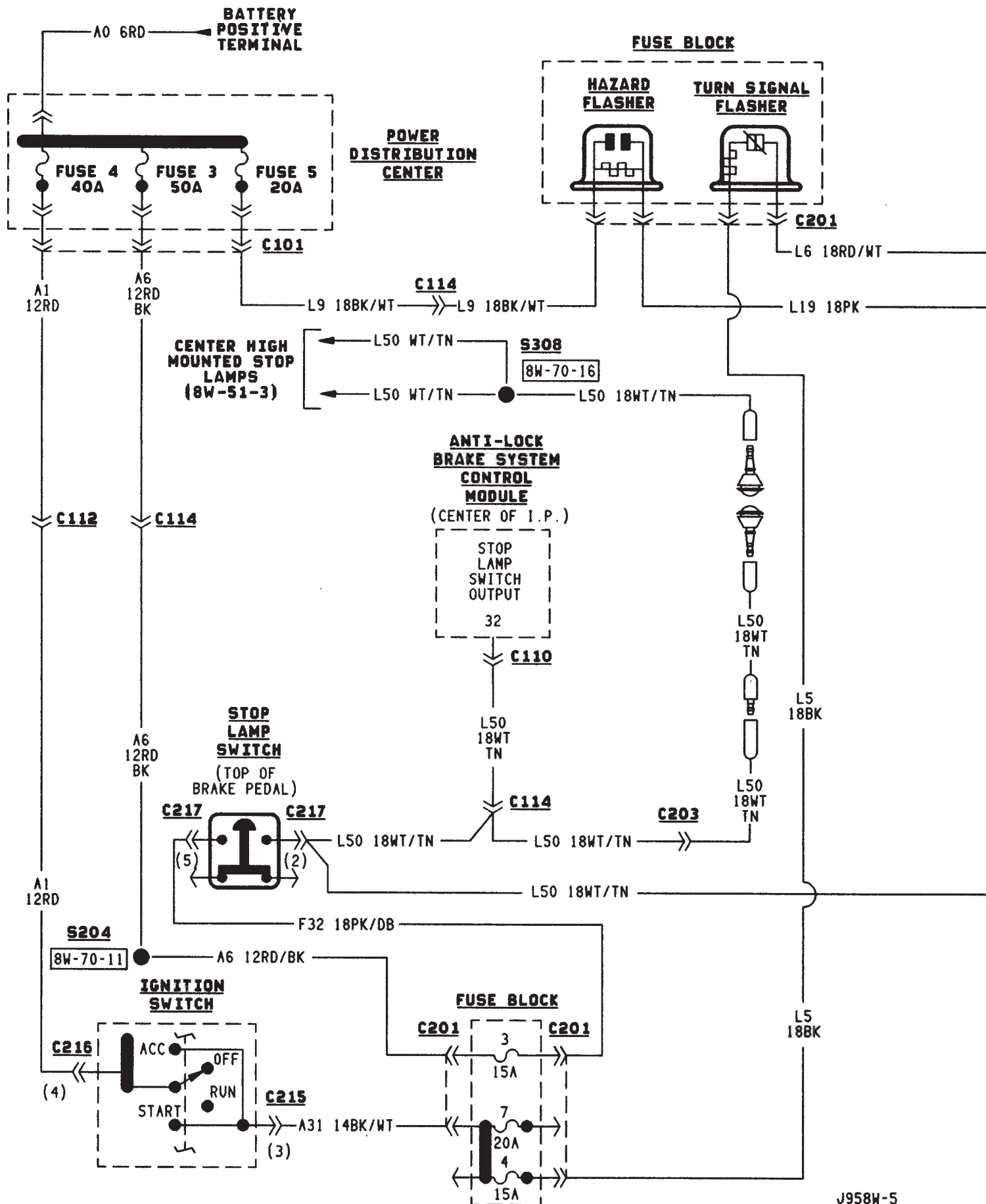
Circuit Z1 provides a ground for the right left park and turn signal lamp, side marker lamp and head lamp. The grounding point for circuit Z1 is the radiator right support.

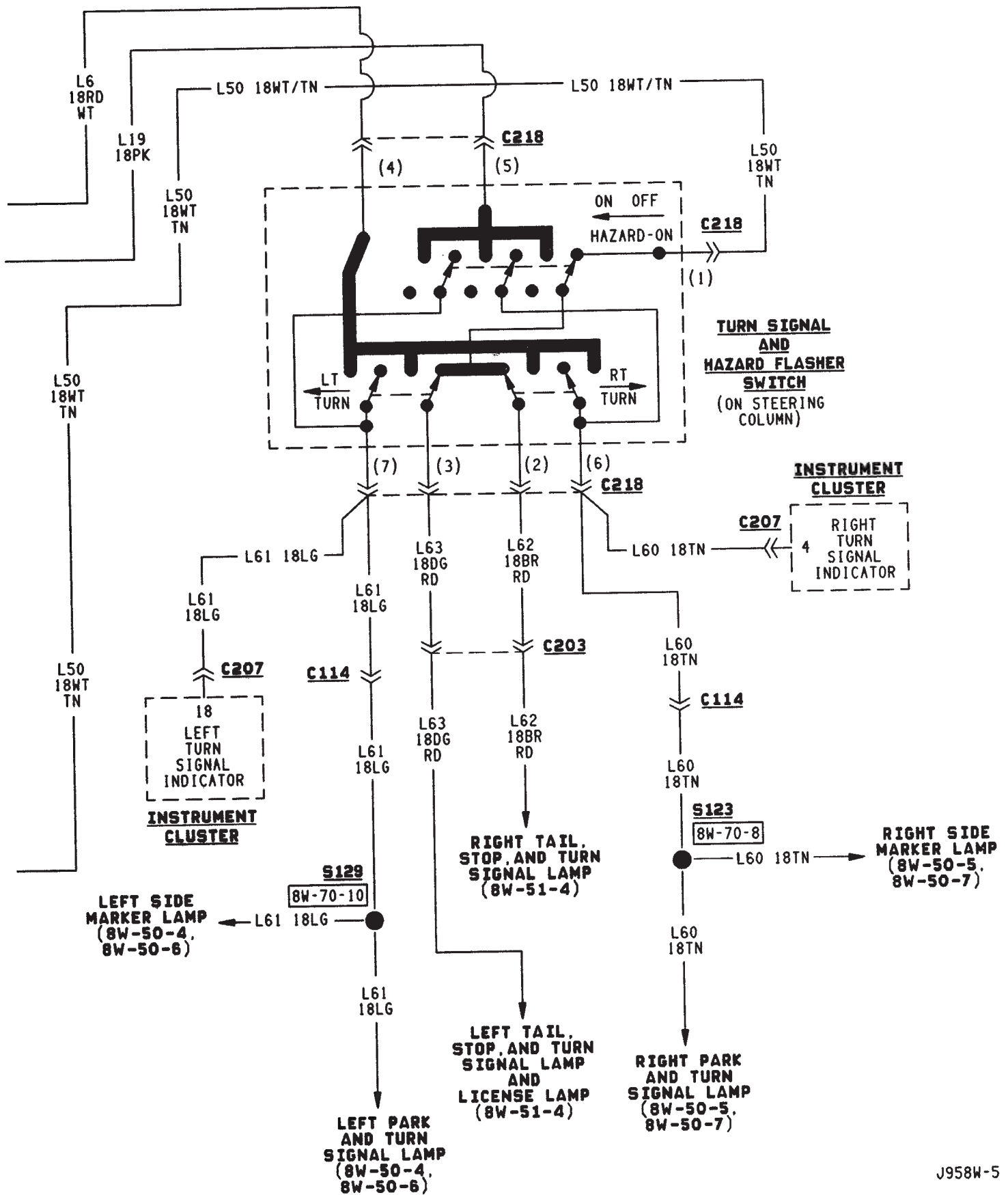
HELPFUL INFORMATION

Check fuse 5 in the PDC.

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Fuse 4 (PDC)	8W-52-2
Fuse 5 (PDC)	8W-52-2
Hazard Flasher	8W-52-2
Ignition Switch	8W-52-2
Instrument Cluster Turn Signal Lamps	8W-52-3
Stop Lamp Switch	8W-52-2
Turn Signal Flasher	8W-52-2
Turn Signal/Hazard Flasher Switch	8W-52-3





WIPERS

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Rear Wiper System	1	Wipers—Standard	1

WIPERS—STANDARD

A circuit breaker in the fuse block powers the standard wiper system. The standard wiper system operates at either LOW or HIGH speeds.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) with circuit A31. Circuit A31 supplies voltage to circuit V6 through the circuit breaker in cavity 11 of the fuse block.

Circuit V6 is double crimped at the circuit breaker and supplies power to the wiper switch and the park switch in the wiper motor. Circuit Z1 provides ground for the wiper motor and switch.

When the operator moves the wiper switch to the LOW position, battery voltage passes through the switch to circuit V3. Circuit V3 feeds the wiper motor low speed brushes. If the operator selects wiper HIGH speed operation, the wiper switch passes current to circuit V4. Circuit V4 feeds the wiper motor high speed brushes.

As the windshield wiper motor turns, the park switch, internal to the motor, moves from its DOWN position to the UP position. When the wiper switch is turned OFF, the V5 circuit prevents the wipers from stopping in any position but park.

The windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the washer switch is pressed, power is supplied through the wiper switch to the pump motor on circuit V10. Circuit Z1 provide ground for the pump motor.

WIPERS—INTERMITTENT

A circuit breaker in the fuse block powers the intermittent wiper system. The wiper system operates at either LOW, HIGH, or DELAY speeds.

In the ACCESSORY or RUN position, the ignition switch connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) with circuit A31. Circuit A31 supplies voltage to circuit V6 through the circuit breaker in cavity 11 of the fuse block.

Circuit V6 is double crimped at the circuit breaker and supplies power to the wiper switch and the park switch in the wiper motor. Circuit Z1 provides ground for the wiper motor and switch.

When the operator moves the wiper switch to the LOW position, battery voltage passes through the switch to circuit V3. Circuit V3 feeds the wiper motor low speed brushes. If the operator selects wiper HIGH speed operation, the wiper switch passes current to circuit V4. Circuit V4 feeds the wiper motor high speed brushes.

The DELAY portion of the wiper switch contains a variable resistor. The variable resistor connects to the intermittent wiper module through the wiper switch harness. The amount of delay selected by the operator determines the voltage drop through the resistor and the voltage level received by the intermittent wiper module.

After the intermittent wiper control module determines the amount of delay selected, it cycles the wipers by periodically energizing circuit V3. Circuit V3 powers the wiper motor low speed brushes.

As the windshield wiper motor turns, the park switch, internal to the motor, moves from its DOWN position to the UP position. When the wiper switch is turned OFF, the V5 circuit prevents the wipers from stopping in any position but park.

The windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the washer switch is pressed, power is supplied through the wiper switch to the pump motor on circuit V10. Circuit Z1 provides ground for the pump motor.

REAR WIPER SYSTEM

In the RUN position, the ignition switch connects circuit A1 from fuse 4 in the Power Distribution Center (PDC) with circuit A22. Circuit A22 connects to a fuse block in the bus bar that powers circuit V23 through the fuse in cavity 1.

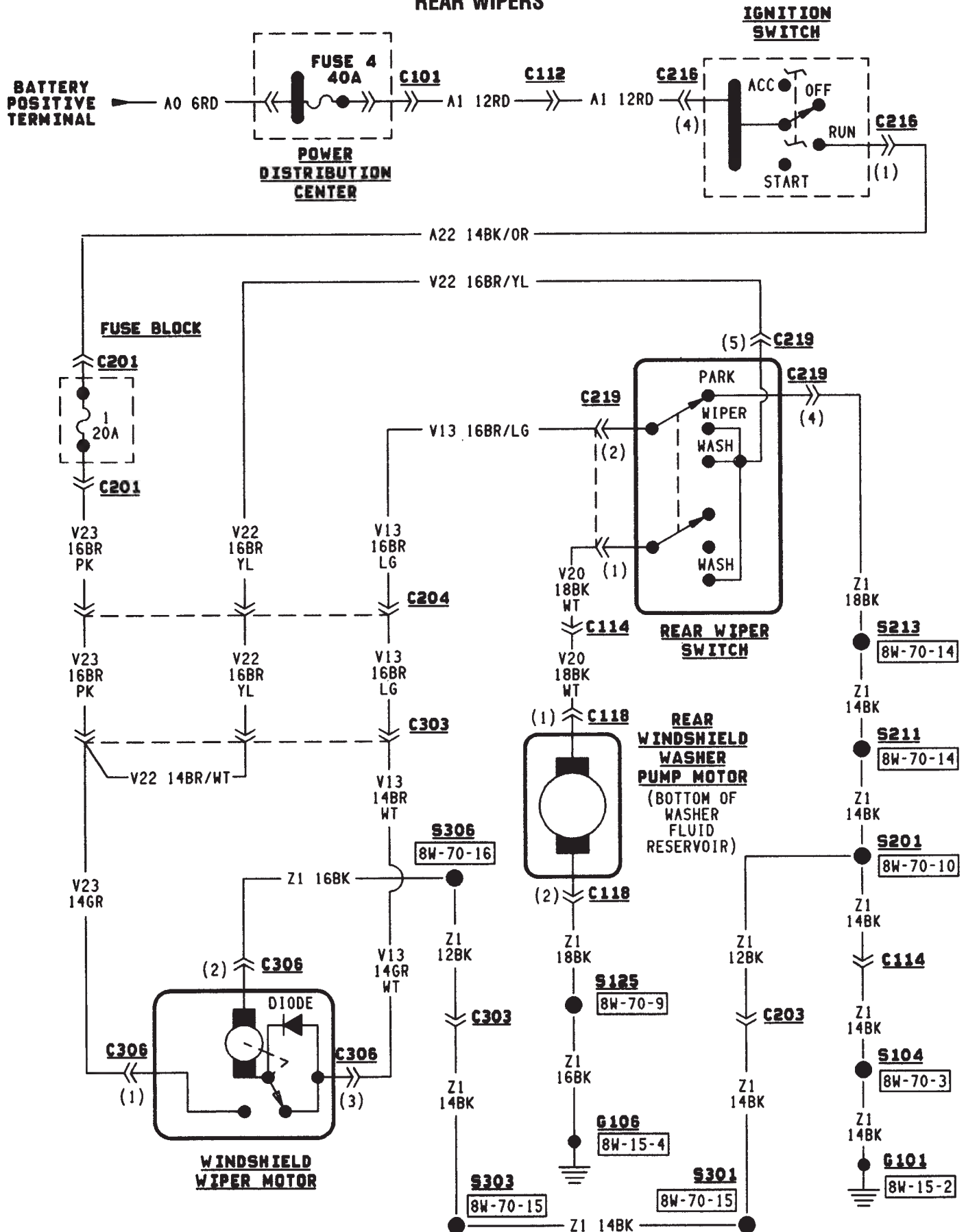
Circuit V23 supplies power to the park switch in the rear wiper motor. Also, circuit V22 is crimped to circuit V23 at the rear wiper motor connector. Circuit V22 supplies current to the rear wiper switch.

In the WIPE or WASH positions, the rear wiper switch supplies voltage to the wiper motor on circuit V13. Circuit Z1 provides ground for the wiper motor.

The rear windshield washer uses a pump motor located inside the windshield washer fluid reservoir. When the rear wiper switch is pressed, power is supplied through the wiper switch to the pump motor on circuit V20. Circuit Z1 provides ground for the pump motor.

DIAGRAM INDEX

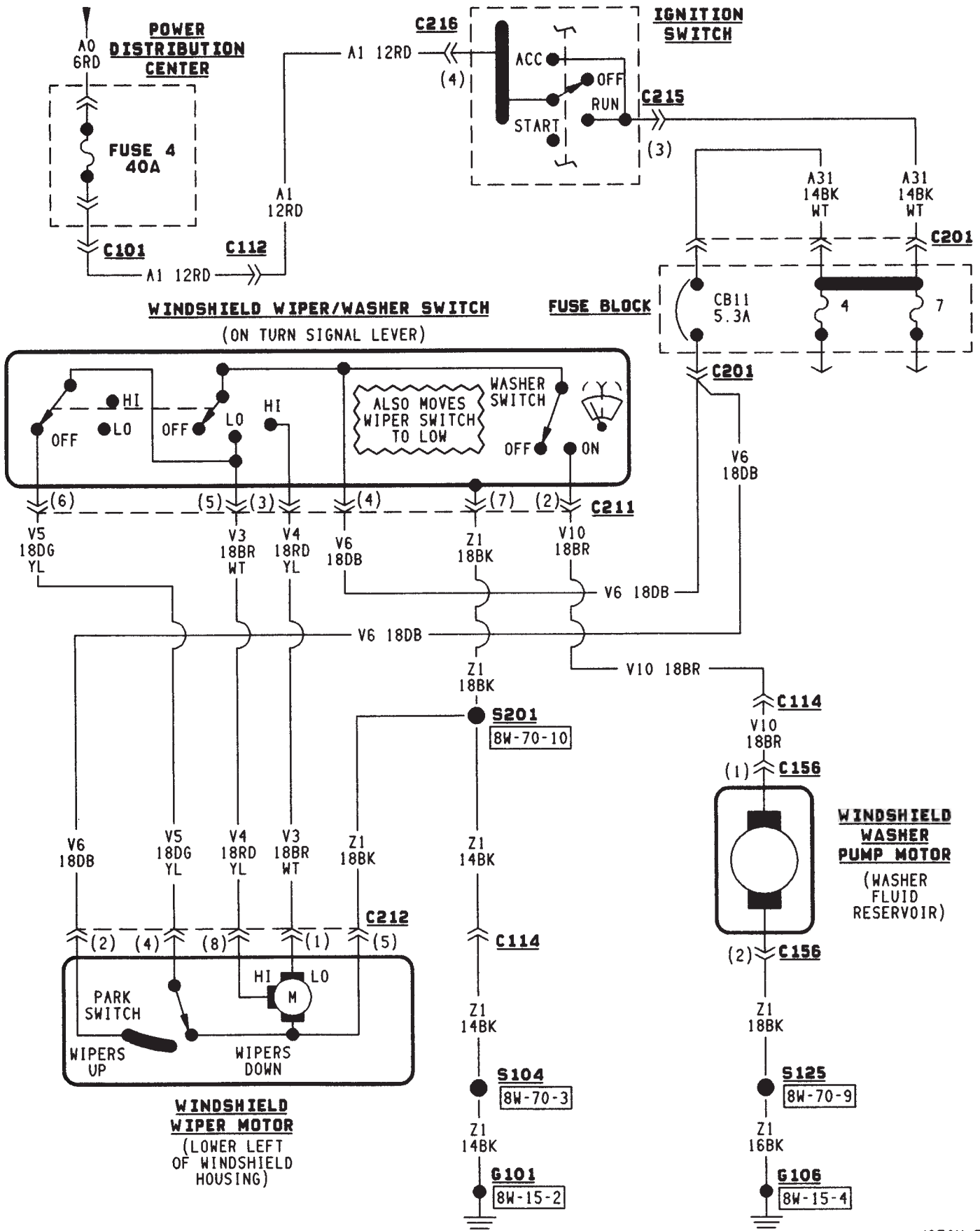
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Fuse 4 (Fuse Block)	.8W-53-4, 5
Fuse 7 (Fuse Block)	.8W-53-4, 5
Ignition Switch	.8W-53-3, 4, 5
Intermittent Wiper Control Module	.8W-53-5
Intermittent Wiper Switch	.8W-53-5
Rear Windshield Washer Pump Motor	.8W-53-3
Rear Wiper Motor	.8W-53-3
Standard Wiper Switch	.8W-53-4
Windshield Washer Pump Motor	.8W-53-4, 5
Wiper Motor	.8W-53-4, 5

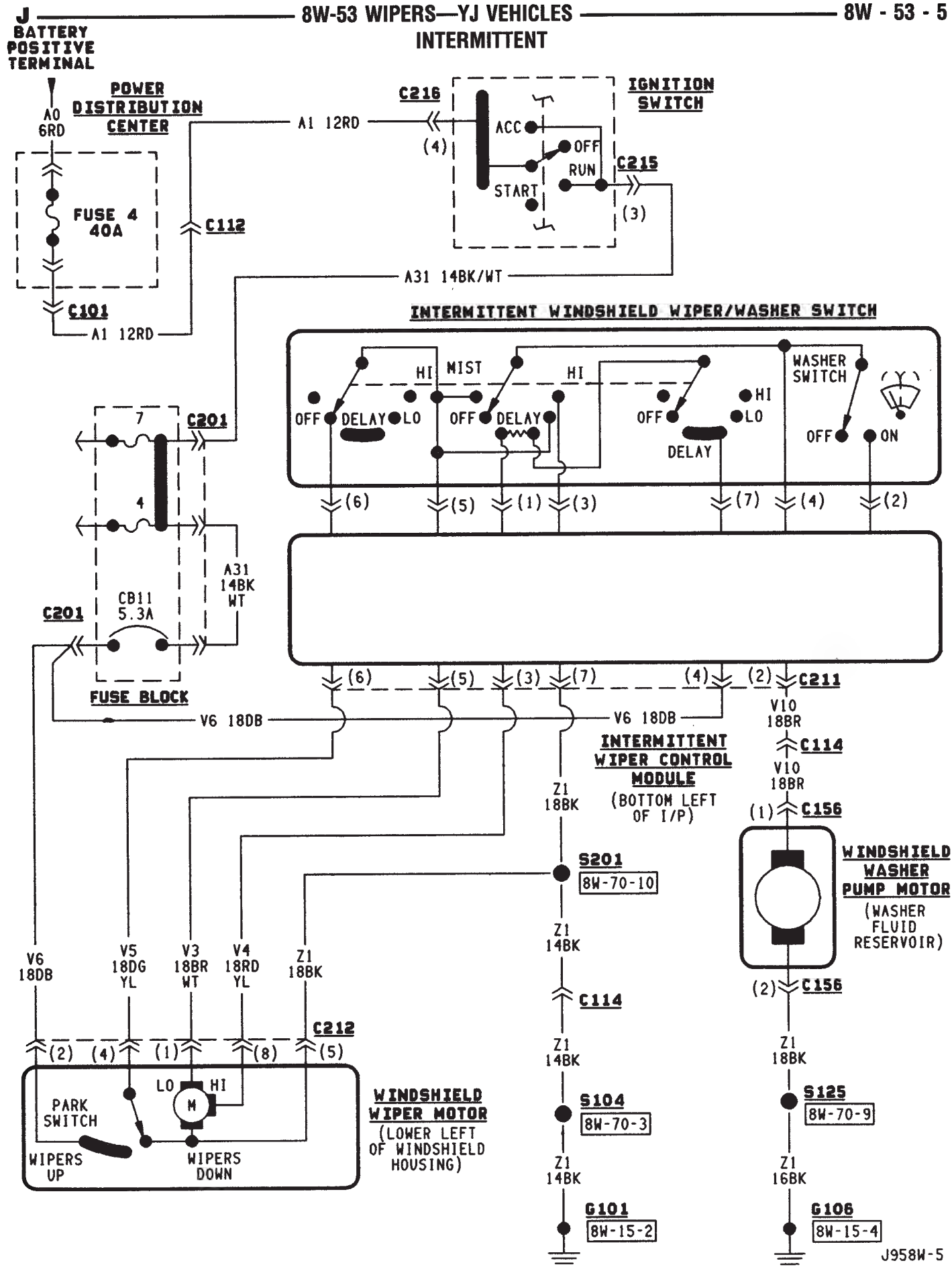


8W - 53 - 4
BATTERY
POSITIVE
TERMINAL

8W-53 WIPERS—YJ VEHICLES STANDARD

J





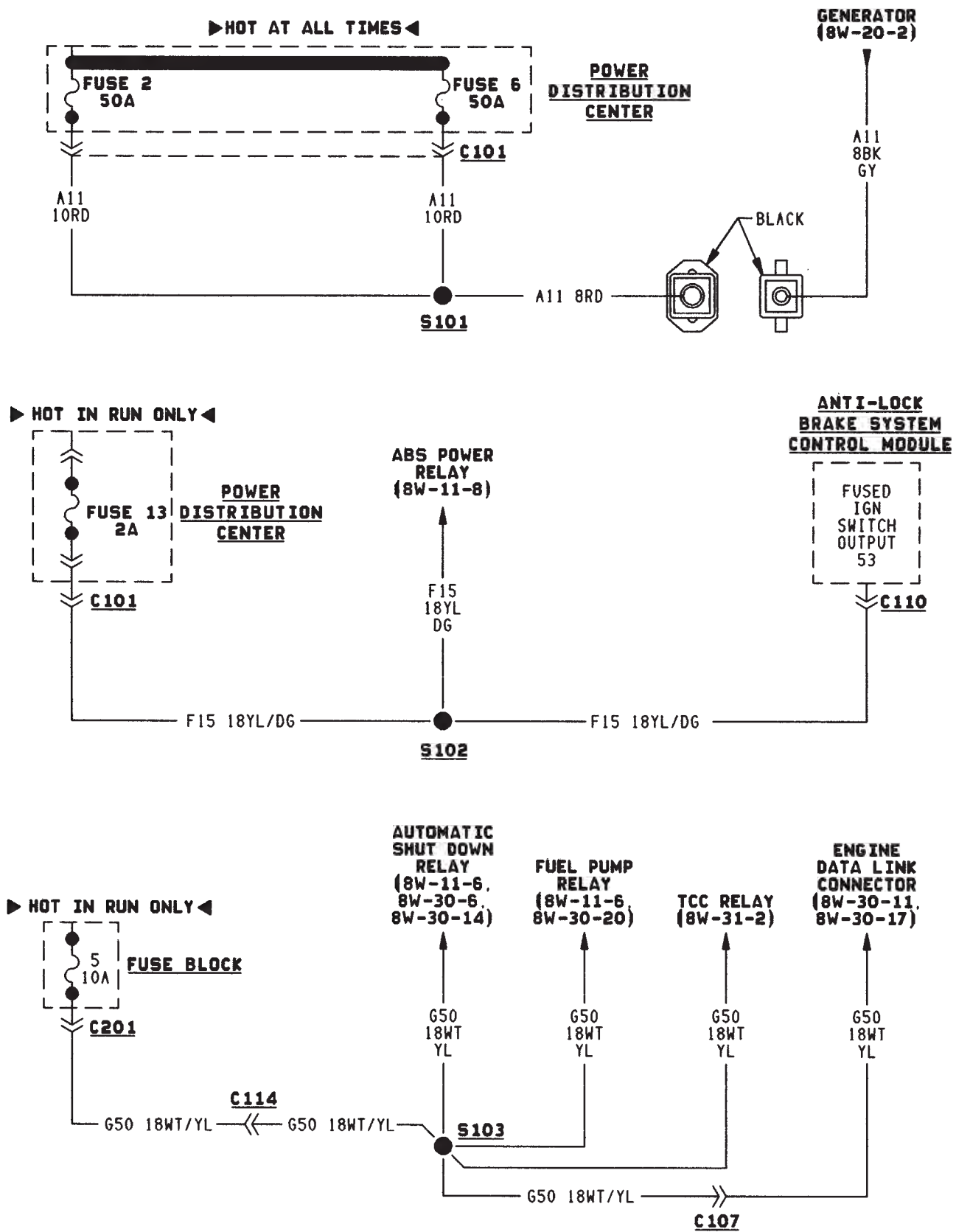
SPLICE INFORMATION

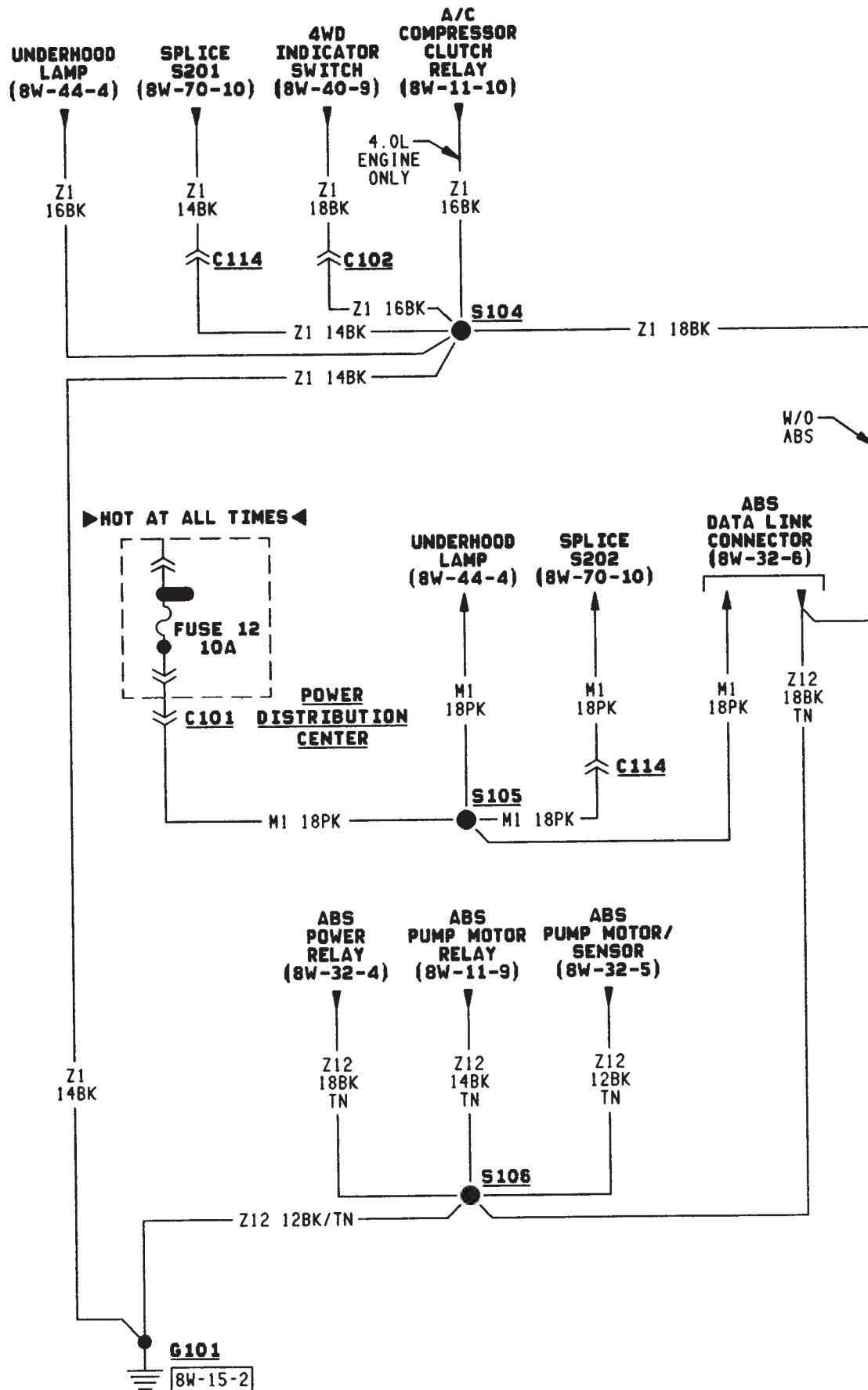
GENERAL INFORMATION

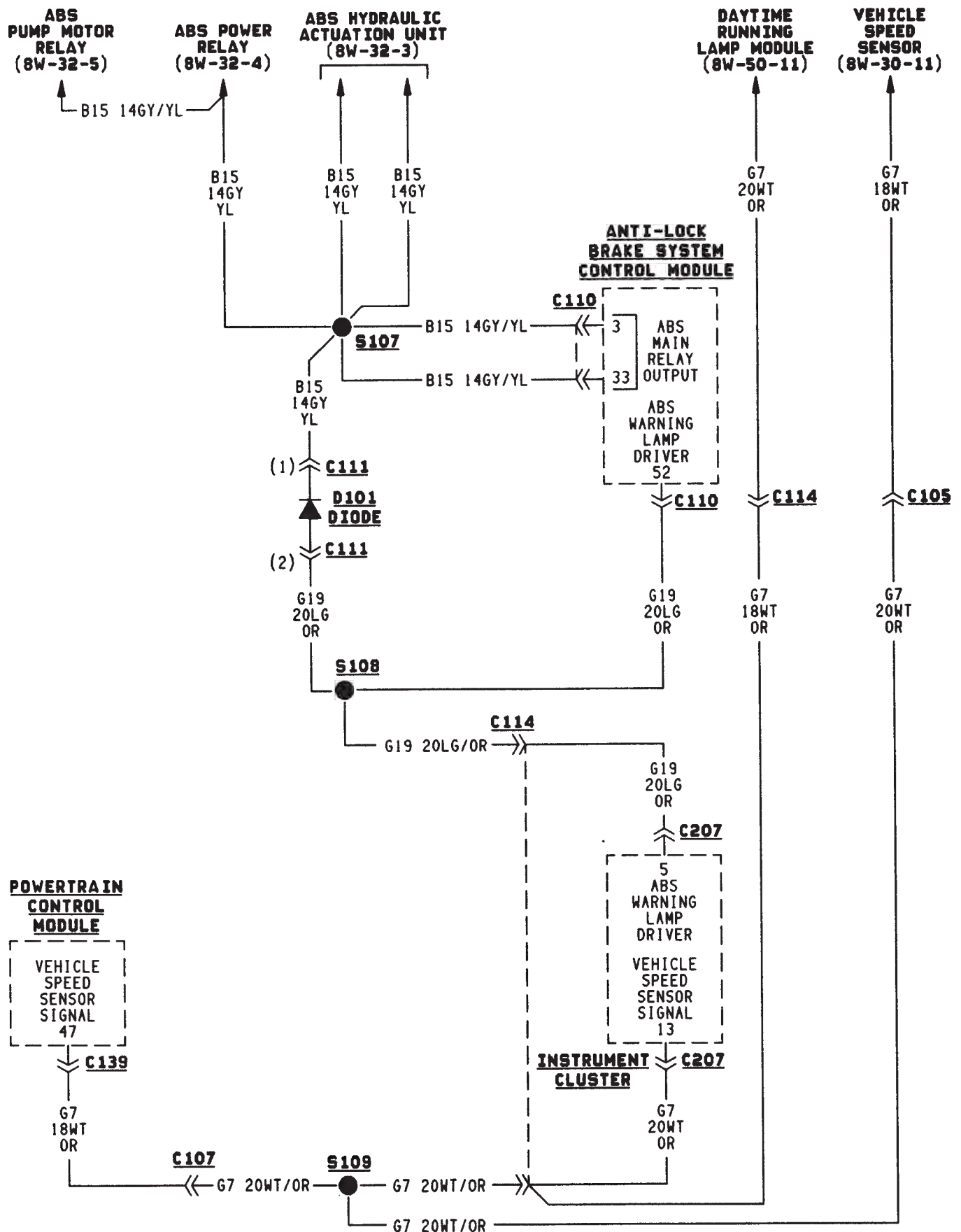
This section identifies all splices in the wiring diagrams. It also shows the splices in their entirety. All circuits that are part of the splices are shown, and the systems they affect are referenced. For viewing the location of each splice in the vehicle, refer to Section 8W-95.

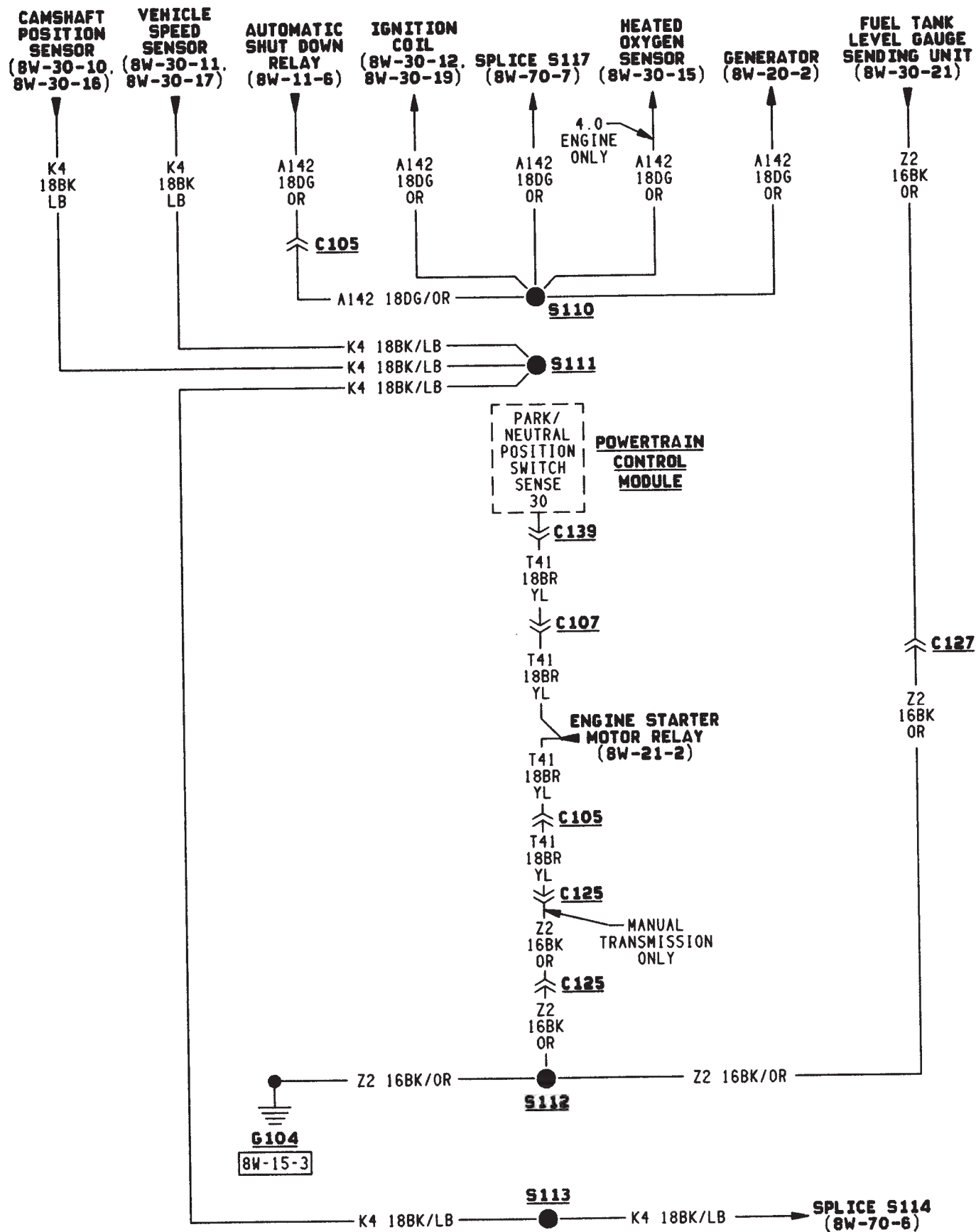
SPLICE INDEX

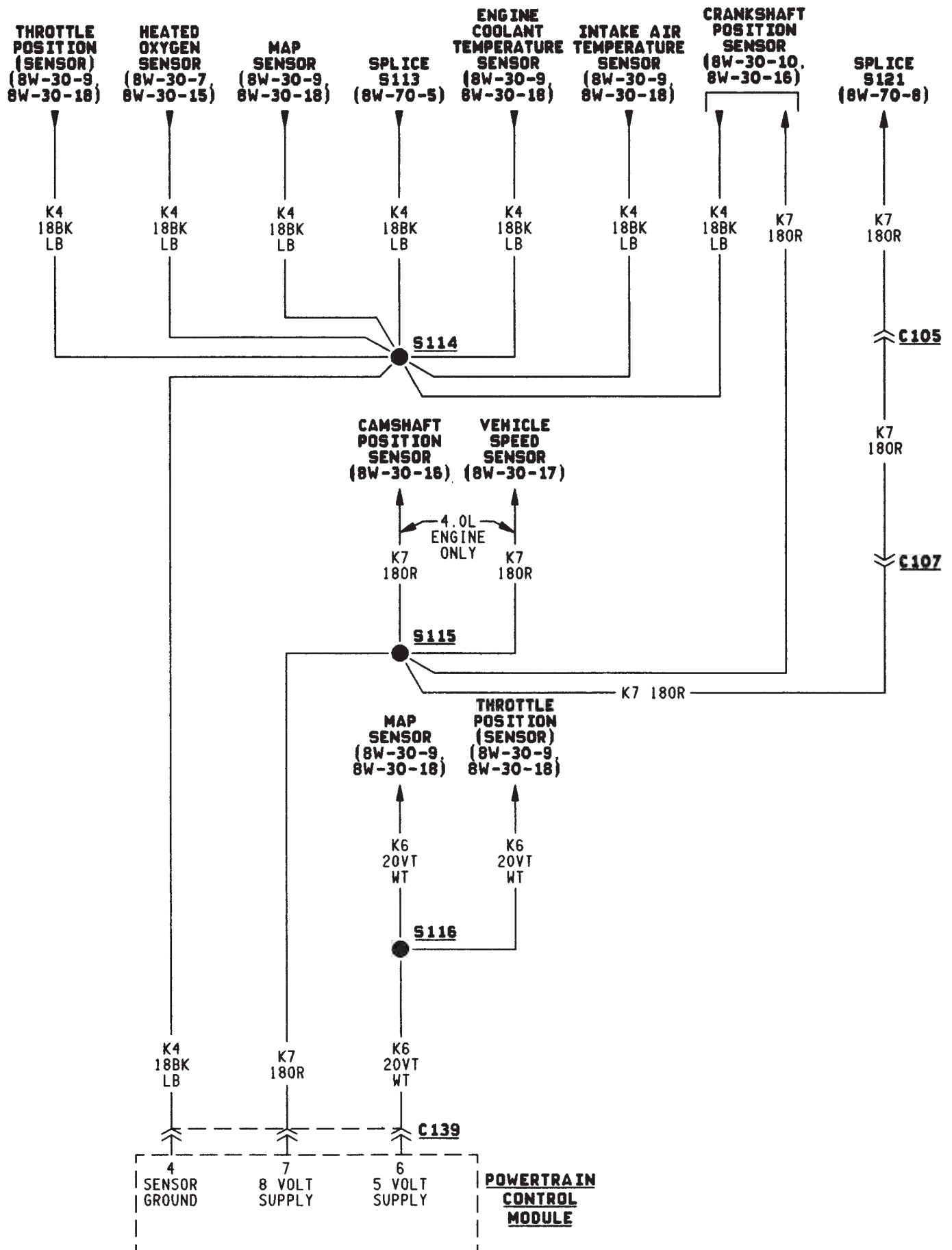
Component	Page	Component	Page
S101	.8W-70-2	S126	.8W-70-9
S102	.8W-70-2	S127	.8W-70-9
S103	.8W-70-2	S128	.8W-70-9
S104	.8W-70-3	S129	.8W-70-10
S105	.8W-70-3	S201	.8W-70-10
S106	.8W-70-3	S202	.8W-70-10
S107	.8W-70-4	S203	.8W-70-11
S108	.8W-70-4	S204	.8W-70-11
S109	.8W-70-4	S207	.8W-70-12
S110	.8W-70-5	S208	.8W-70-12
S111	.8W-70-5	S209	.8W-70-13
S112	.8W-70-5	S210	.8W-70-13
S113	.8W-70-5	S211	.8W-70-14
S114	.8W-70-6	S212	.8W-70-14
S115	.8W-70-6	S213	.8W-70-14
S116	.8W-70-6	S301	.8W-70-15
S117	.8W-70-7	S302	.8W-70-15
S118	.8W-70-7	S303	.8W-70-15
S119	.8W-70-7	S304	.8W-70-15
S120	.8W-70-8	S305	.8W-70-16
S121	.8W-70-8	S306	.8W-70-16
S122	.8W-70-8	S307	.8W-70-16
S123	.8W-70-8	S308	.8W-70-16
S124	.8W-70-8		
S125	.8W-70-9		

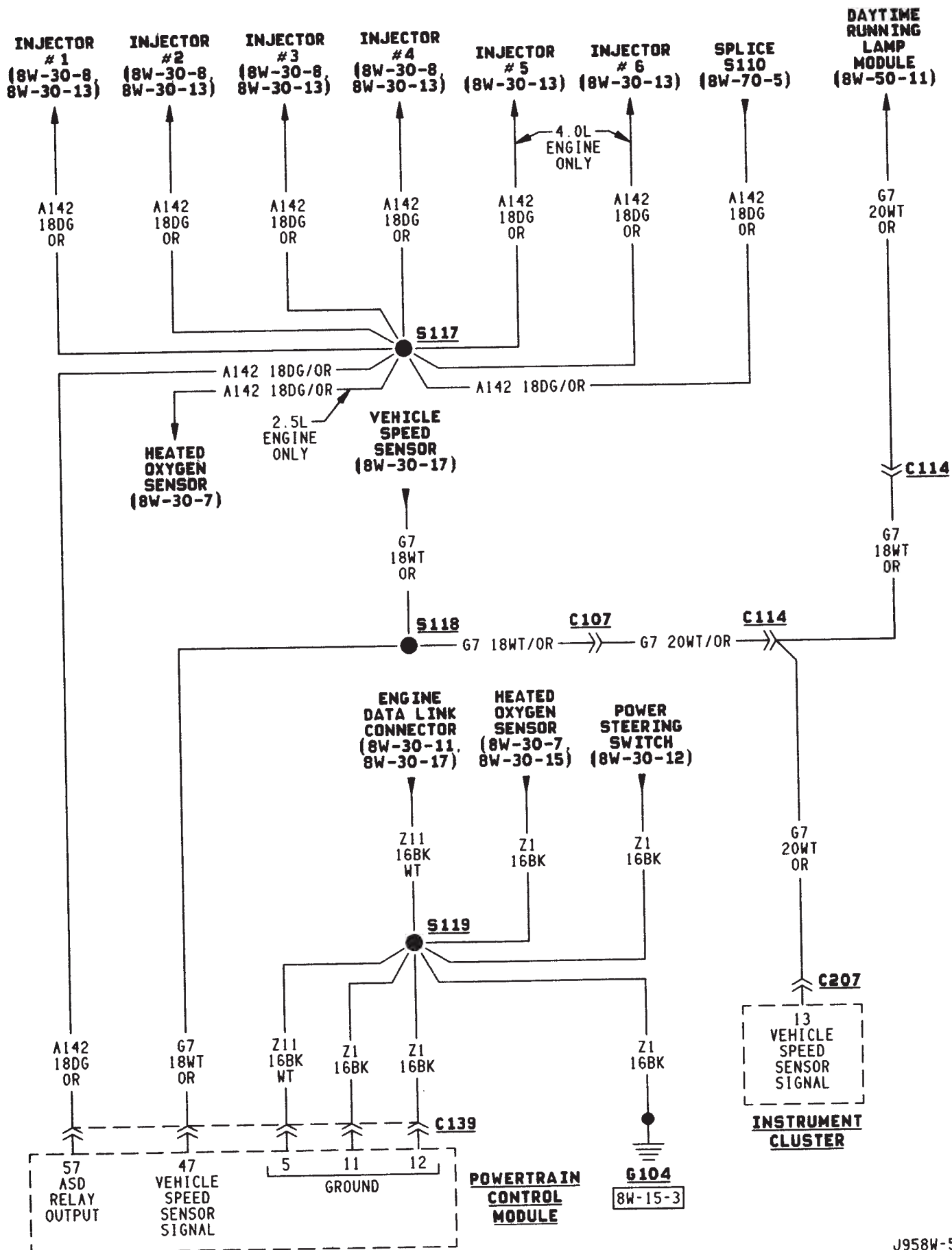


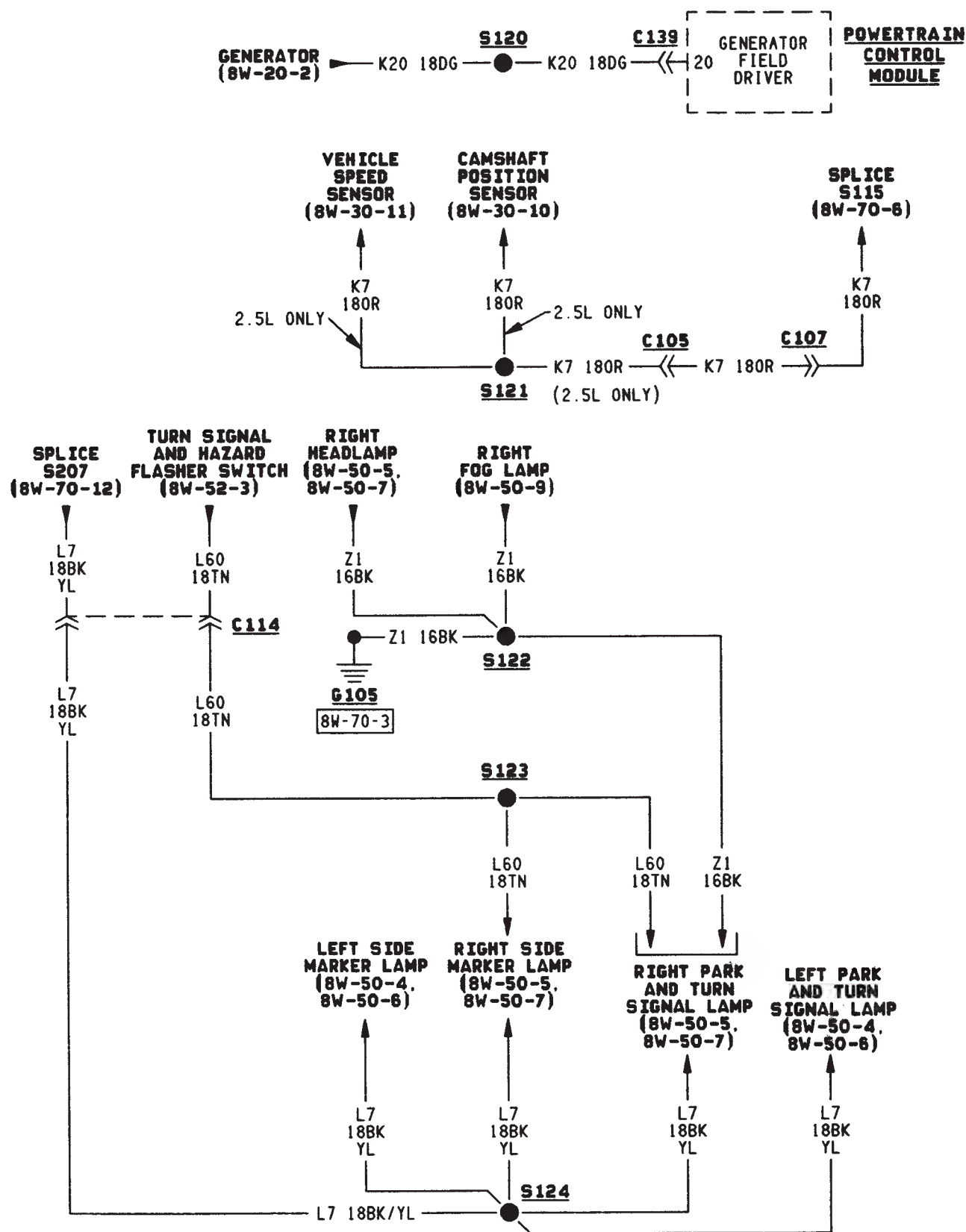


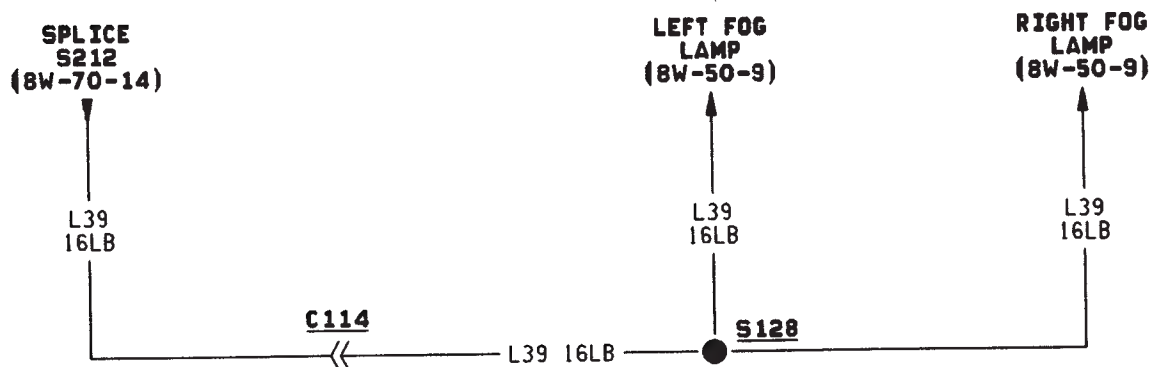
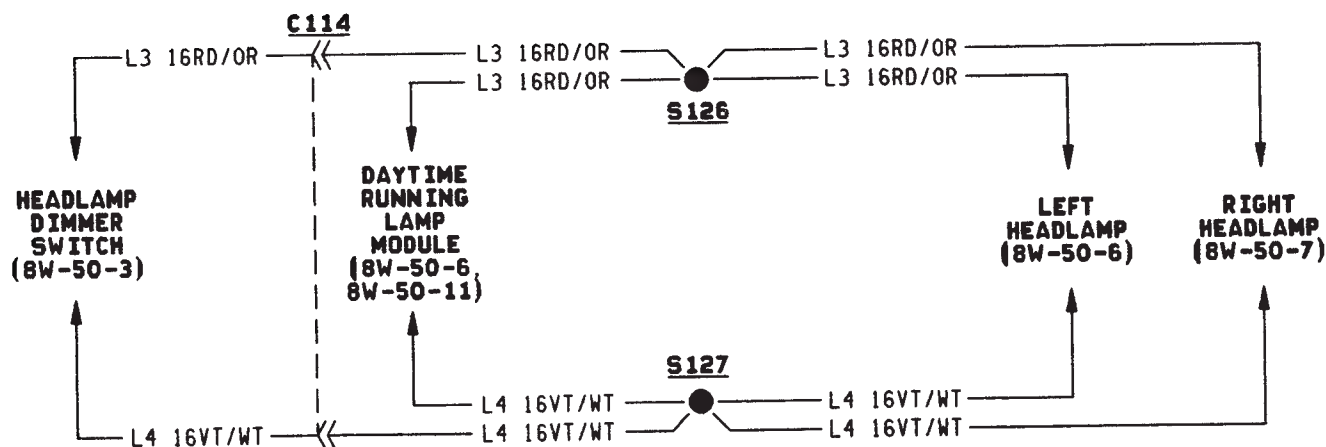
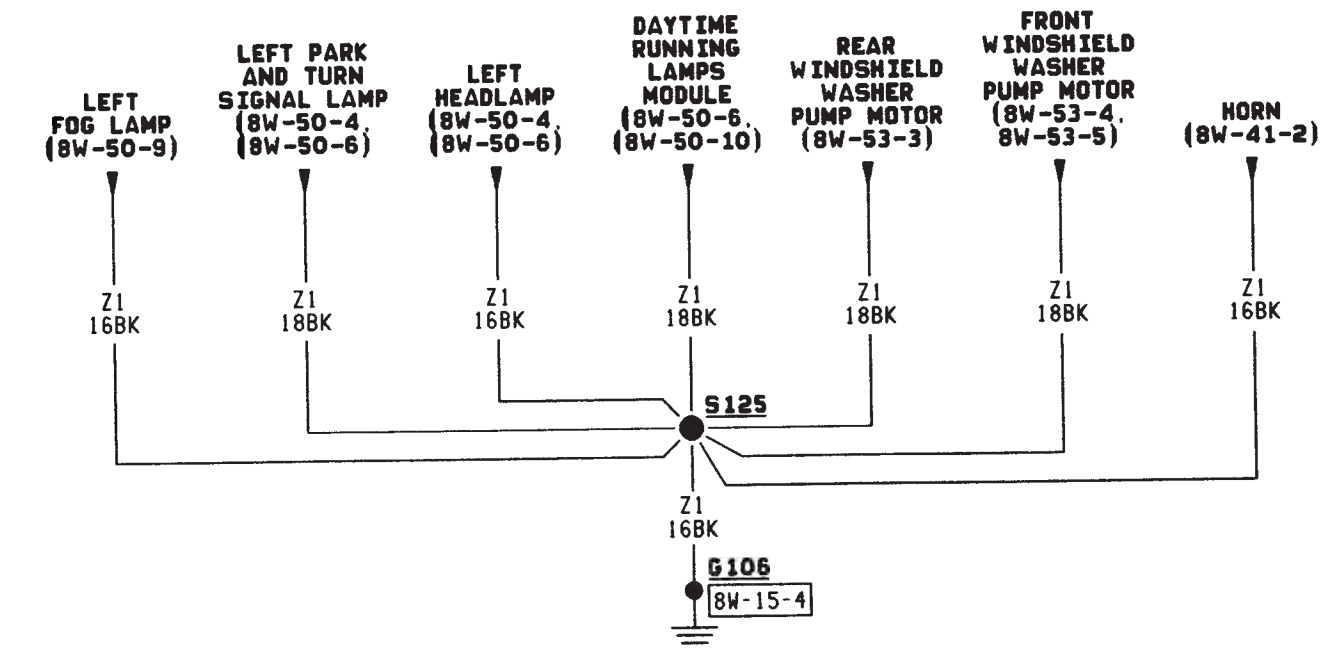


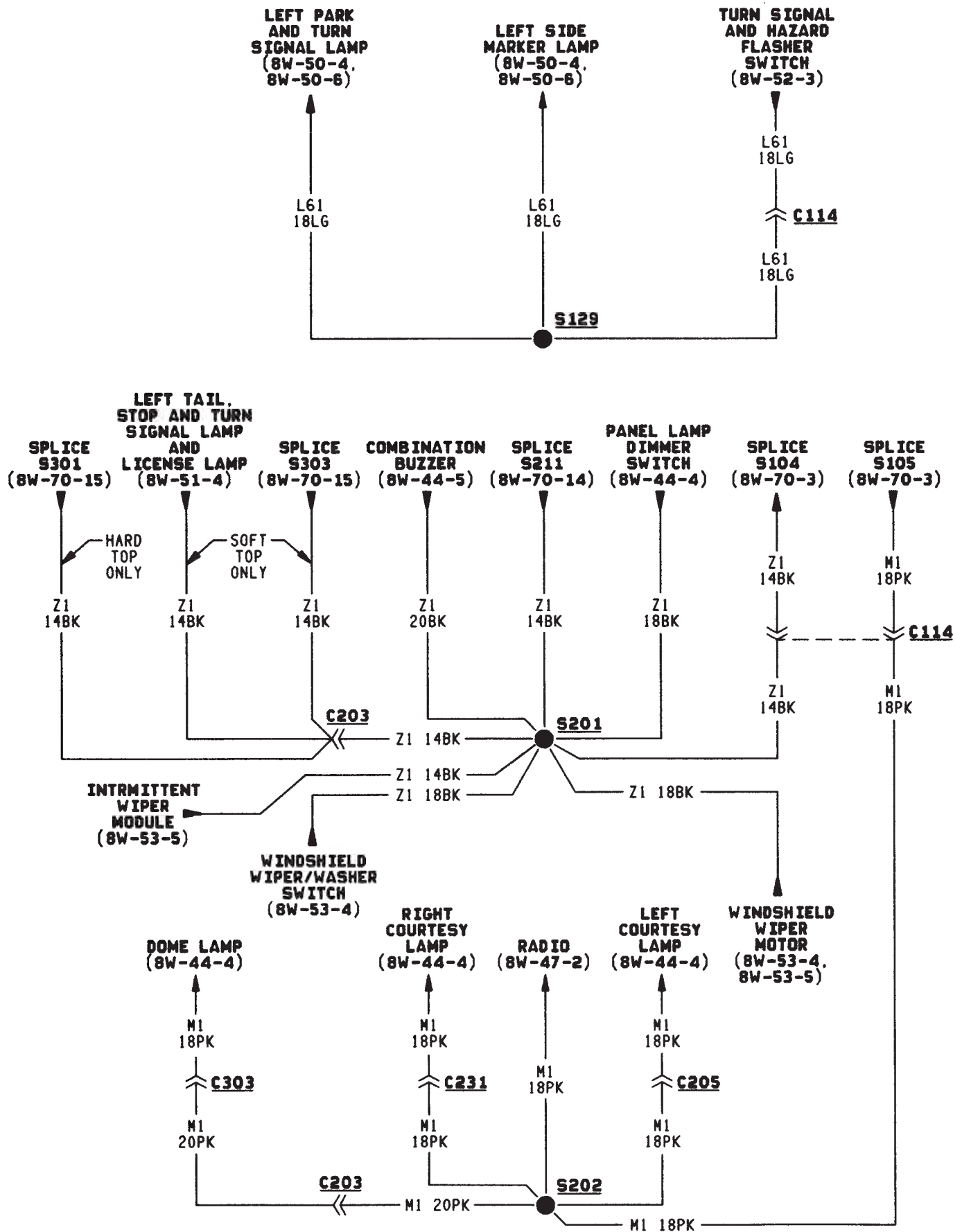


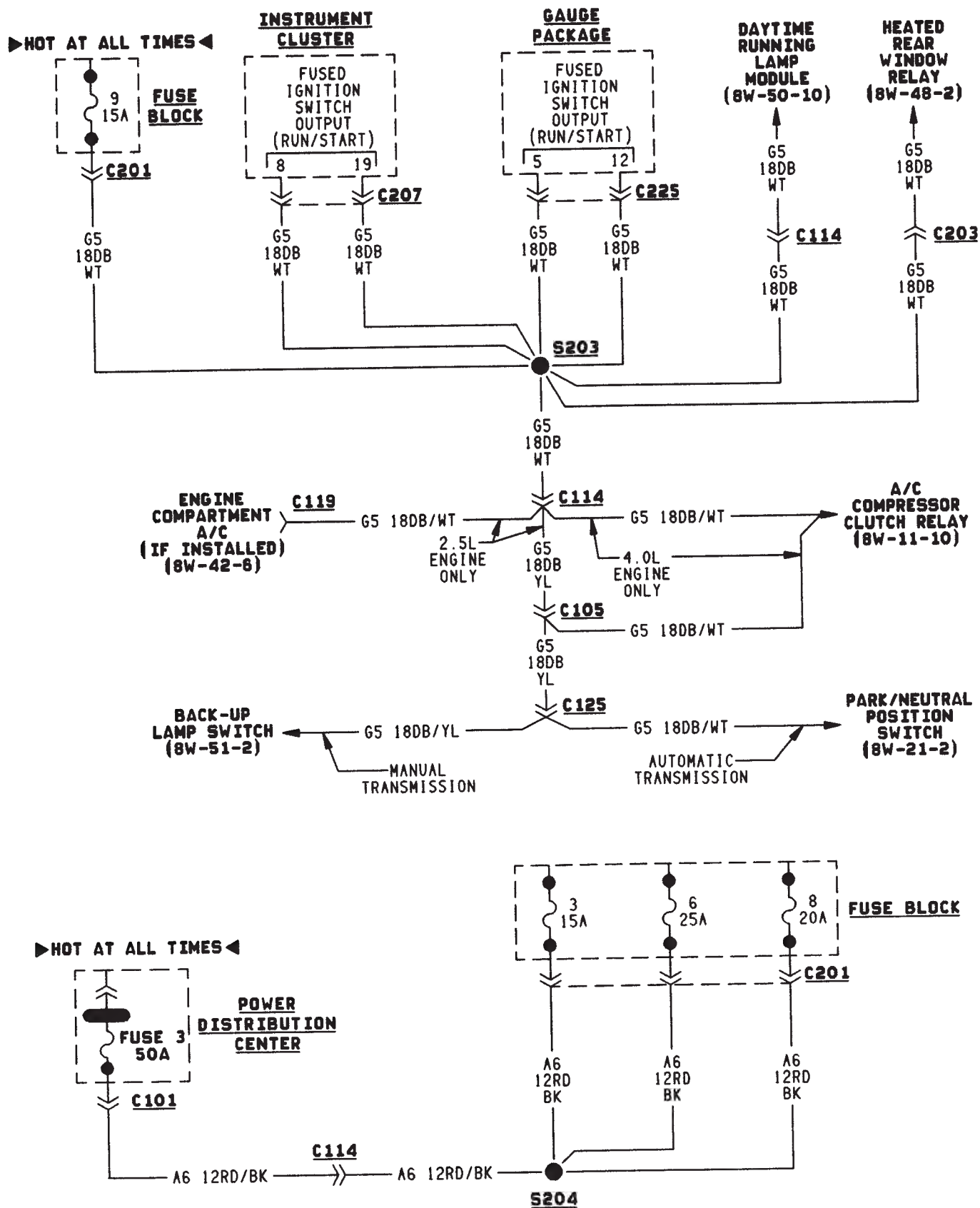


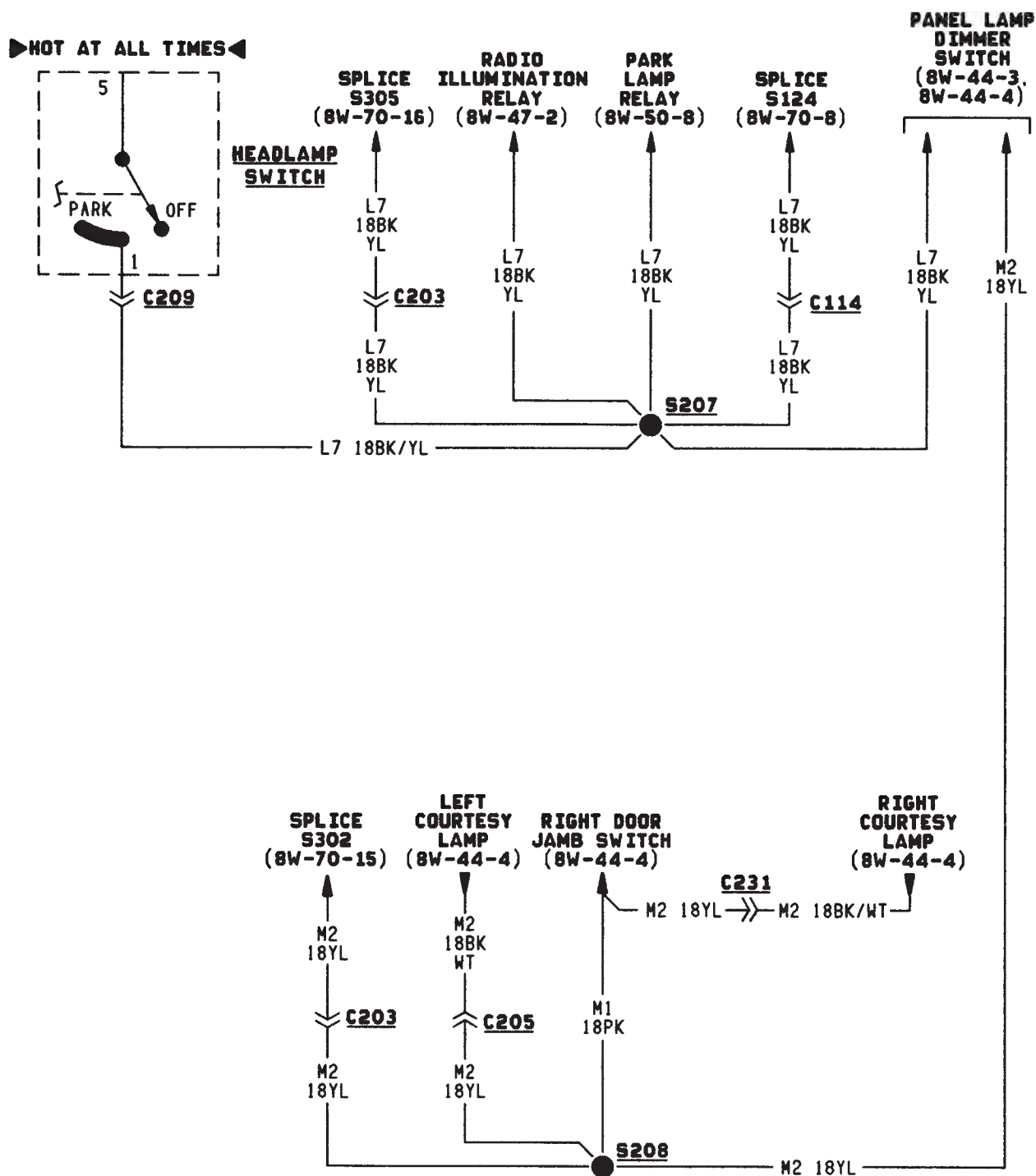




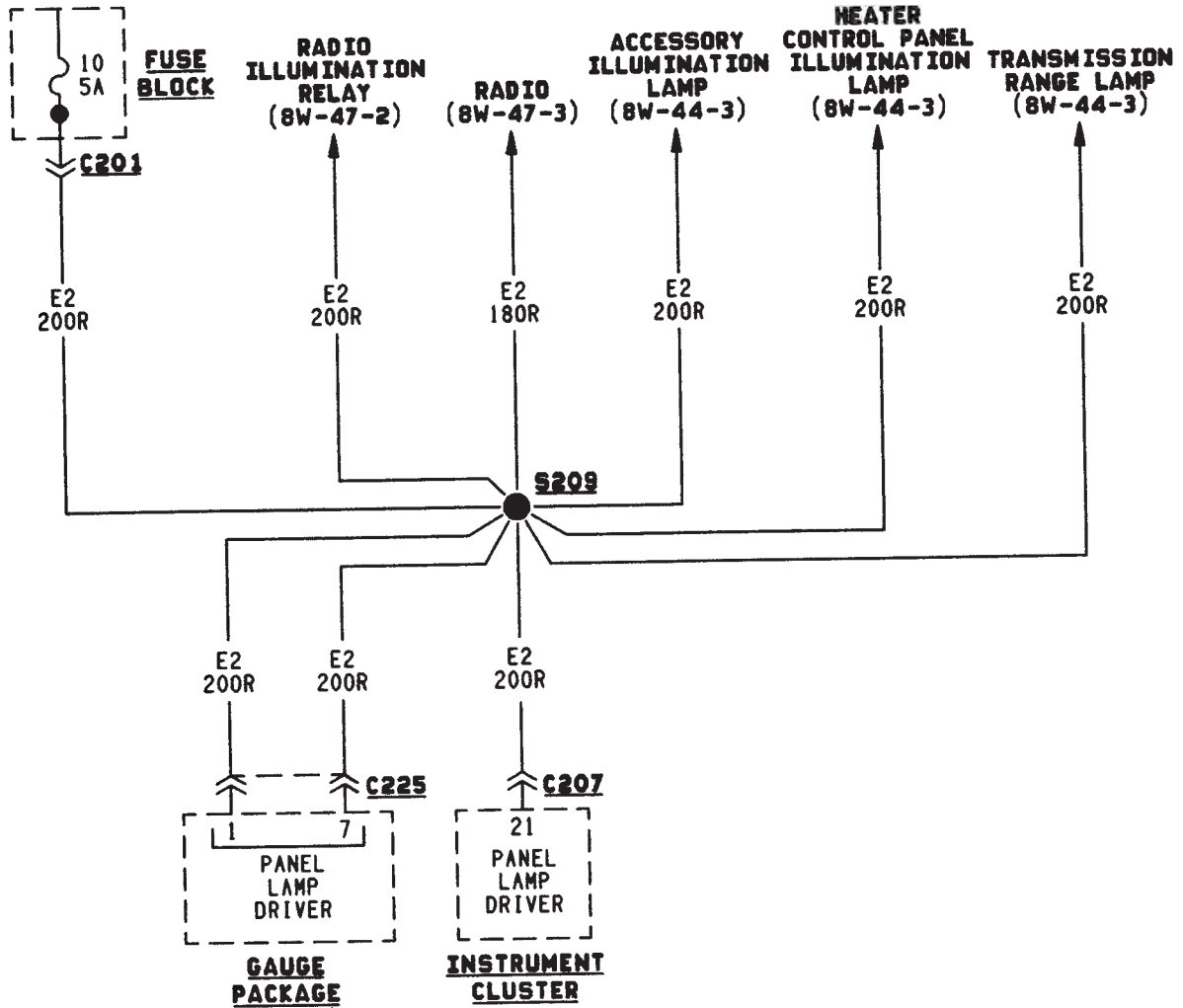




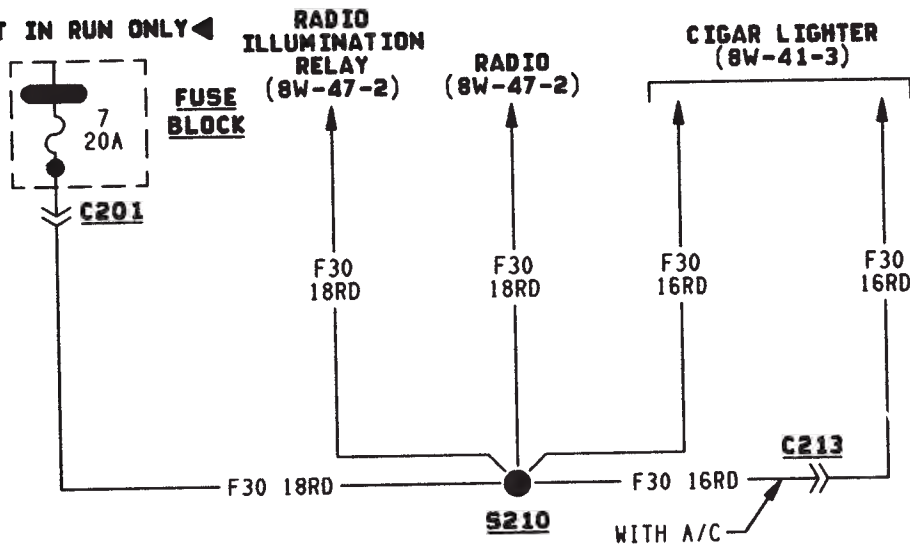


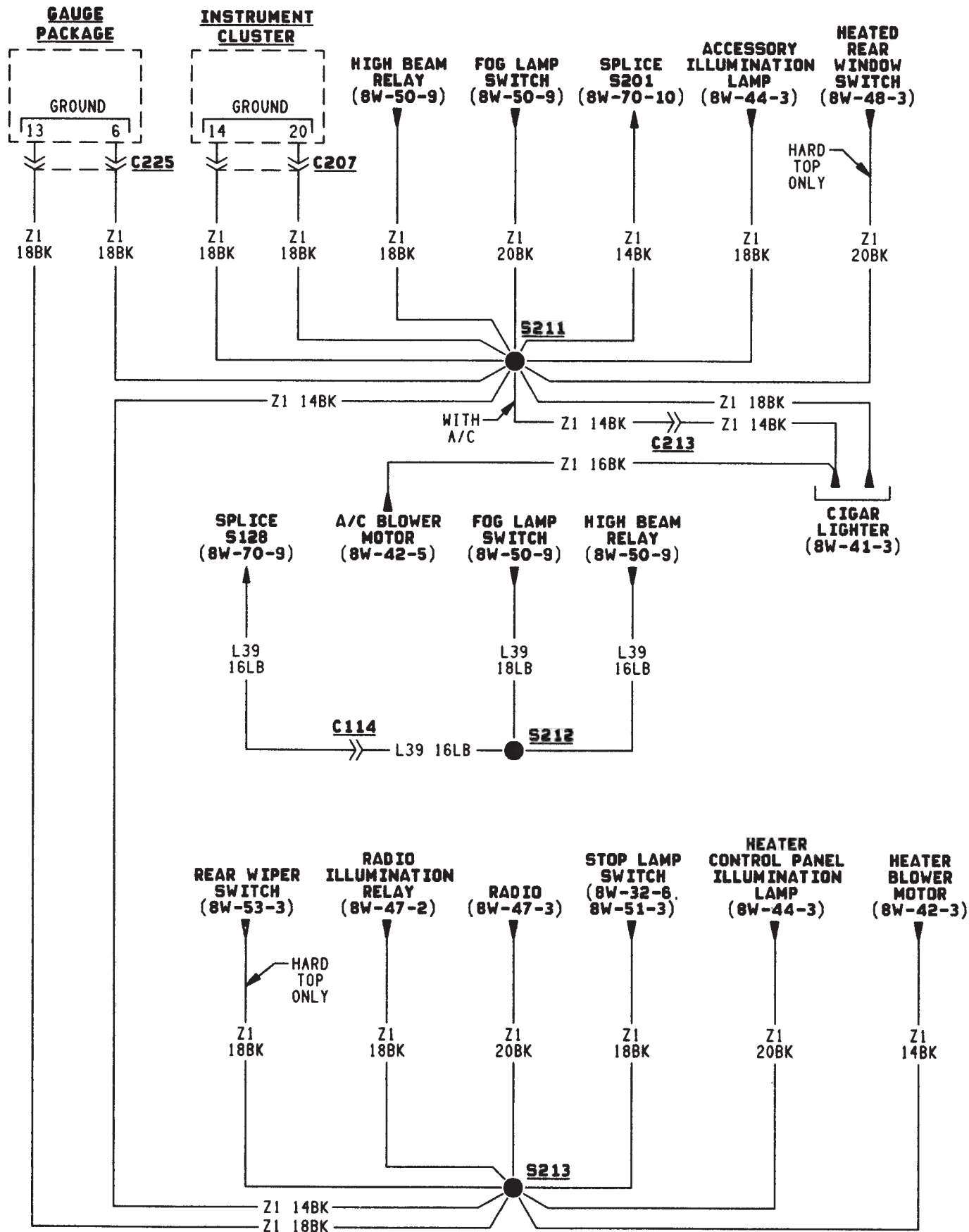


► HOT IN RUN ONLY ◀

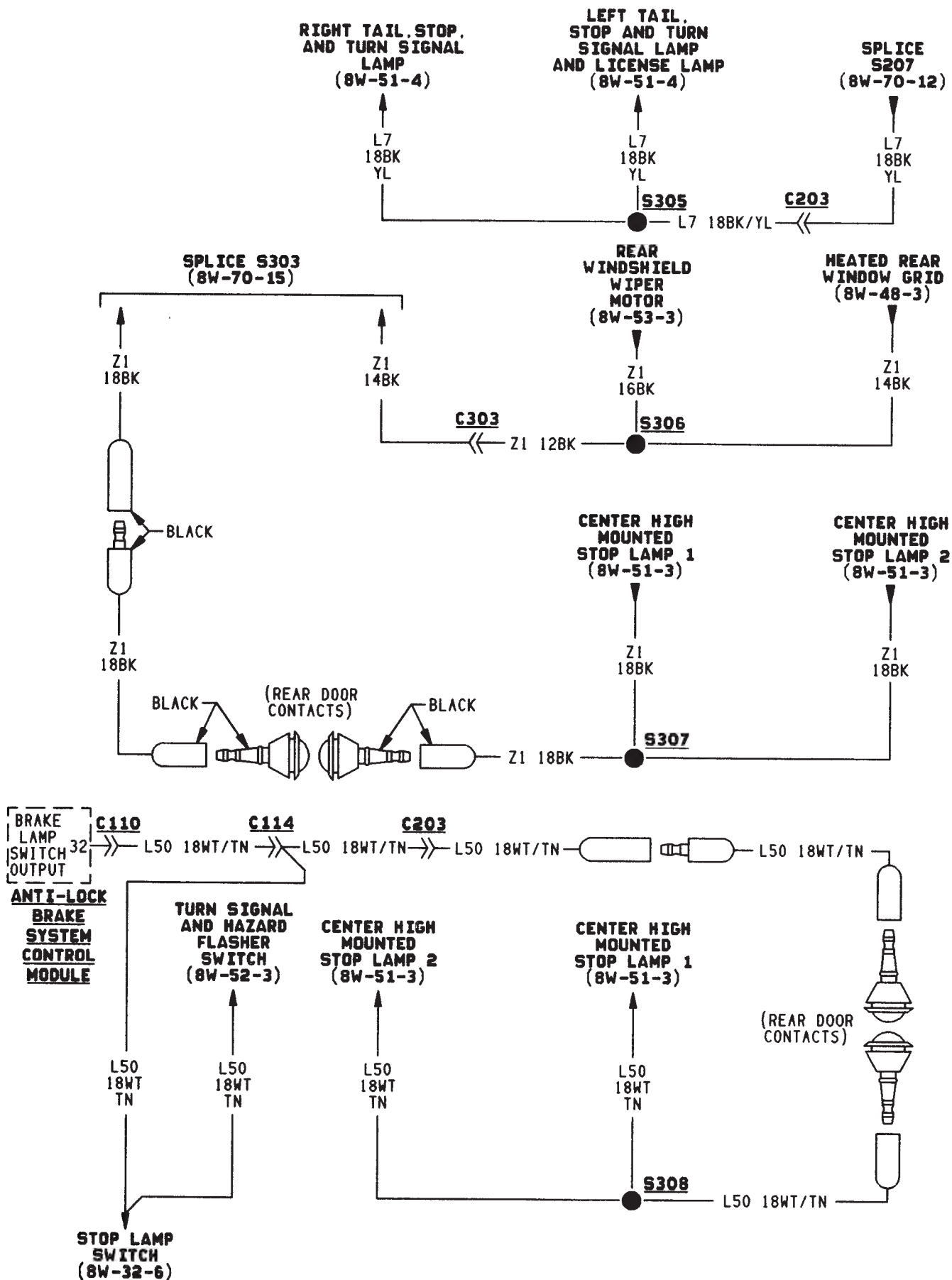


► HOT IN RUN ONLY ◀









CONNECTOR PIN OUTS

GENERAL INFORMATION

The pages referenced in this section show the connector, the circuits in the connector, and the pin that

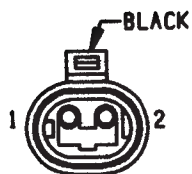
circuit occupies. Individual connector numbers are referenced on diagram pages throughout Group 8W.

CONNECTOR LOCATIONS

Component	Page	Component	Page
C101	.8W-80-3	C147	.8W-80-17
C102	.8W-80-3	C148	.8W-80-17
C103	.8W-80-3	C149	.8W-80-17
C104	.8W-80-3	C150	.8W-80-18
C105	.8W-80-3	C151	.8W-80-18
C106	.8W-80-4	C152	.8W-80-18
C107	.8W-80-4	C153	.8W-80-18
C108	.8W-80-4	C154	.8W-80-19
C109	.8W-80-4	C155	.8W-80-19
C110	.8W-80-5	C156	.8W-80-19
C111	.8W-80-6	C201	.8W-80-20
C112	.8W-80-6	C202	.8W-80-20
C113	.8W-80-6	C203	.8W-80-20
C114	.8W-80-7, 8	C204	.8W-80-20
C115	.8W-80-9	C205	.8W-80-21
C116	.8W-80-9	C206	.8W-80-21
C117	.8W-80-9	C207	.8W-80-21
C118	.8W-80-9	C208	.8W-80-21
C119	.8W-80-9	C209	.8W-80-22
C120	.8W-80-10	C210	.8W-80-22
C121	.8W-80-10	C211	.8W-80-22
C122	.8W-80-10	C212	.8W-80-22
C123	.8W-80-10	C213	.8W-80-23
C124	.8W-80-10	C214	.8W-80-23
C125	.8W-80-11	C215	.8W-80-23
C126	.8W-80-11	C216	.8W-80-23
C127	.8W-80-11	C217	.8W-80-23
C128	.8W-80-11	C218	.8W-80-24
C129	.8W-80-11	C219	.8W-80-24
C130	.8W-80-12	C220	.8W-80-24
C131	.8W-80-12	C221	.8W-80-24
C132	.8W-80-12	C222	.8W-80-24
C133	.8W-80-12	C223	.8W-80-25
C134	.8W-80-12	C224	.8W-80-25
C135	.8W-80-13	C225	.8W-80-25
C136	.8W-80-13	C226	.8W-80-25
C137	.8W-80-13	C227	.8W-80-26
C138	.8W-80-13	C228	.8W-80-26
C139 (2.5L Engine)	.8W-80-14	C229	.8W-80-26
C139 (4.0L Engine)	.8W-80-15	C230	.8W-80-26
C140	.8W-80-16	C231	.8W-80-26
C141	.8W-80-16	C232	.8W-80-27
C142	.8W-80-16	C233	.8W-80-27
C143	.8W-80-16	C301	.8W-80-27
C144	.8W-80-16	C302	.8W-80-27
C145	.8W-80-17	C303	.8W-80-28
C146	.8W-80-17	C304	.8W-80-28

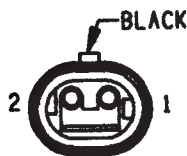
<u>Component</u>	<u>Page</u>	<u>Component</u>	<u>Page</u>
C305	.8W-80-28	C401	.8W-80-29
C306	.8W-80-28	C402	.8W-80-30
C307	.8W-80-29	C404	.8W-80-30
C308	.8W-80-29	C405	.8W-80-30
C309	.8W-80-29	C406	.8W-80-30
C310	.8W-80-29	C407	.8W-80-30

C101
POWER DISTRIBUTION CENTER
 (SEE 8W-11-2)

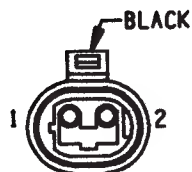


CAV	CIRCUIT
1	G1 18DG/GY
2	Z1 18BK

C102



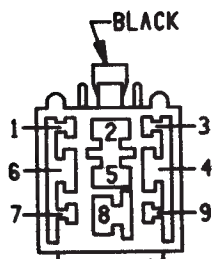
CAV	CIRCUIT
1	G1 18DG/GY
2	Z1 18BK



RIGHT FRONT
WHEEL SPEED
SENSOR

CAV	CIRCUIT	FUNCTION
* 1	B7 18WT	RIGHT FRONT WHEEL SPEED SENSOR (+)
* 2	B6 18WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (-)

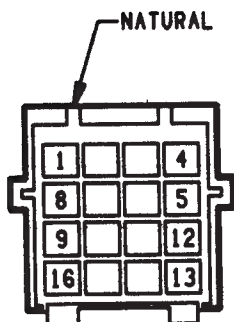
C104



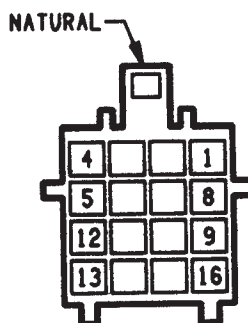
TCC
RELAY

CAV	CIRCUIT	FUNCTION
1	—	—
2	T22 16DB/TN	TCC RELAY OUTPUT
3	—	—
4	G50 18WT/YL	FUSED IGNITION SWITCH OUTPUT
5	—	—
6	K54 200R/BK	TCC SOLENOID CONTROL
7	—	—
8	A14 16RD/WT	FUSED B(+)
9	—	—

C105

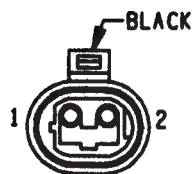


CAV	CIRCUIT	
1	T40 14BR	
2	C3 18DB/BK	
3	A141 16DG/BK	
4	G4 18DB	
5	L1 18VT	
6	C20 18BR/RD	
7	C21 18DB/YL	4.0L
7	G7 20WT/OR	2.5L
8	A142 18DG/OR	
9	G5 18DB/WT	
10	T41 18BR/YL	
* 11	B4 18LG	4.0L
11	K7 18OR	2.5L
* 12	B3 18LG/DB	
13	T22 16DB/TN	
14	G60 18GY/YL	
* 15	B2 18YL	
* 16	B1 18YL/DB	



CAV	CIRCUIT	
1	T40 14BR	
2	C3 18DB/BK	
3	A141 16DG/BK	
4	G4 18DB	
5	L1 18VT	
6	C20 18BR/RD	
7	C21 18DB/YL	4.0L
7	G7 18WT/OR	2.5L
8	A142 18DG/OR	
9	G5 18DB/WT	
10	T41 18BR/YL	
* 11	B4 18LG	4.0L
11	K7 18OR	2.5L
* 12	B3 18LG/DB	
13	T22 16DB/TN	
14	G60 18GY/YL	
* 15	B2 18YL	
* 16	B1 18YL/DB	

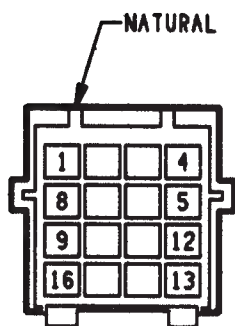
* — INDICATES TWISTED PAIRS (B1 & B2, B3 & B4, B6 & B7)



UNDERHOOD
LAMP

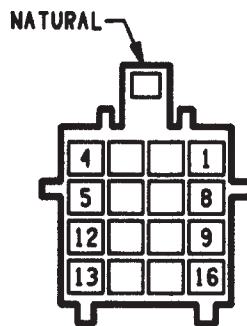
C106

CAV	CIRCUIT	FUNCTION
1	M1 18PK	FUSED B(+)
2	Z1 16BK	GROUND

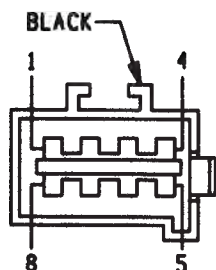


CAV	CIRCUIT	
1	C20 18BR/RD	
2	C91 18LB	
3	A14 16RD/WT	
4	C13 18DB/OR	
5	T41 18BR/YL	
6	G20 18VT/YL	
7	G50 18WT/YL	
8	G3 20BK/PK	
9	V40 18WT/PK	
10	K51 18DB/YL	
11	K54 200R/BK	
12	G21 20GY/LB	
* 13	D20 20LG	
* 14	D21 20PK	
15	G7 20WT/OR	
16	—	4.0L
16	K7 180R	2.5L

C107



CAV	CIRCUIT	
1	C20 18BR/RD	
2	C91 18LB	
3	A14 16RD/WT	
4	C13 18DB/OR	
5	T41 18BR/YL	
6	G20 18VT/YL	
7	G50 18WT/YL	
8	G3 20BK/PK	
9	V40 18WT/PK	
10	K51 18DB/YL	
11	K54 200R/BK	
12	G21 20GY/LB	
* 13	D20 20LG	
* 14	D21 20PK	
15	G7 18WT/OR	
16	—	4.0L
16	K7 180R	2.5L



DATA
LINK
CONNECTOR

C108

CAV	CIRCUIT	FUNCTION
* 1	D21 20PK	SCI TRANSMIT
* 2	D11 18WT/VT	CCD BUS (+)
3	—	—
4	Z12 18BK/TN	GROUND (4.0L ENGINE)
4	Z1 18BK	GROUND (2.5L ENGINE)
* 5	D12 180R	CCD BUS (—)
6	M1 18PK	FUSED B(+)
7	—	—
* 8	D20 20LG	SCI RECEIVE

C109

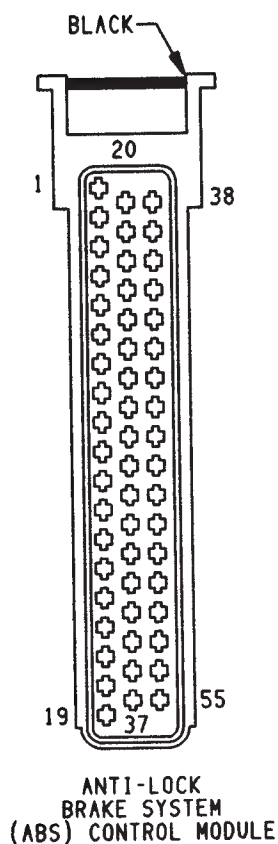


ABS
ACCELERATOR
SENSOR

CAV	CIRCUIT	FUNCTION
1	B22 18VT/PK	G SWITCH #2 SENSE
2	B21 18YL/VT	G SWITCH #1 SENSE
3	B23 18PK/BR	G SWITCH SENSOR GROUND

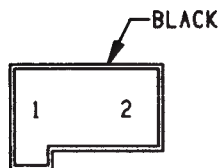
* — INDICATES TWISTED PAIRS (D11 & D12, D20 & D21)

C110



CAV	CIRCUIT	FUNCTION
1	Z1 14BK	GROUND
2	B243 16DG/BK	LEFT FRONT DUMP VALVE CONTROL
3	B15 14GY/YL	ABS POWER RELAY OUTPUT
4	—	—
5	—	—
6	—	—
7	—	—
8	—	—
9	—	—
10	—	—
11	—	—
12	—	—
13	—	—
14	—	—
15	B116 18GY	PUMP/MOTOR RELAY CONTROL
16	B210 18RD/BK	PEDAL TRAVEL SENSOR JUMPER
17	—	—
18	—	—
19	Z1 14BK	GROUND
20	B245 16WT/LG	LEFT FRONT ISOLATION VALVE CONTROL
21	B248 16DG/WT	RIGHT FRONT DUMP VALVE CCONTROL
22	—	—
* 23	D11 18WT/VT	CCD BUS (+)
24	—	—
25	B21 18YL/VT	G SWITCH #1 SENSE
26	B23 18PK/BR	G SWITCH SENSE GROUND
* 27	B1 18YL/DB	RIGHT REAR WHEEL SPEED SENSOR (—)
* 28	B3 18LG/DB	LEFT REAR WHEEL SPEED SENSOR (—)
* 29	B6 18WT/DB	RIGHT FRONT WHEEL SPEED SENSOR (—)
* 30	B8 18RD/DB	LEFT FRONT WHEEL SPEED SENSOR (—)
* 31	B16 18BR	PUMP/MOTOR SPEED SENSOR (—)
32	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT
33	B15 14GY/YL	ABS POWER RELAY OUTPUT
34	B20 18PK	ABS POWER RELAY CONTROL
35	—	—
36	B254 16DG/OR	REAR DUMP VALVE CONTROL
37	—	—
38	B249 16WT/YL	RIGHT FRONT ISOLATION VALVE CONTROL
39	—	—
40	—	—
41	B210 18RD/BK	PEDAL TRAVEL SENSOR GROUND
* 42	D12 18OR	CCD BUS (—)
43	B22 18VT/PK	G SWITCH #2 SENSE
44	—	—
* 45	B2 18YL	RIGHT REAR WHEEL SPEED SENSOR (+)
* 46	B4 18LG	LEFT REAR WHEEL SPEED SENSOR (+)
* 47	B7 18WT	RIGHT FRONT WHEEL SPEED SENSOR (+)
* 48	B9 18RD	LEFT FRONT WHEEL SPEED SENSOR (+)
* 49	B17 18LG/BR	PUMP/MOTOR SPEED SENSOR (+)
50	—	—
51	—	—
52	G19 20LG/OR	ABS WARNING LAMP DRIVER
53	F15 18YL/DG	FUSED IGNITION SWITCH OUTPUT
54	B251 16WT/BK	REAR INLET VALVE CONTROL
55	—	—

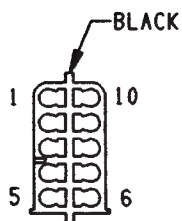
* — INDICATES TWISTED PAIRS (B1 & B2, B3 & B4, B6 & B7, B8 & B9, B16 & B17, D11 & D12)



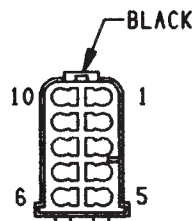
D100E

C111

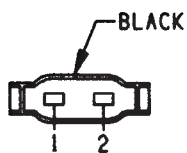
CAV	CIRCUIT	FUNCTION
1	B15 18GY/YL	ABS POWER RELAY OUTPUT
2	G19 20LG/OR	ABS WARNING LAMP DRIVER



CAV	CIRCUIT
1	C21 18DB/YL
2	G4 18DB
3	G20 18VT/YL
4	A1 12RD
5	X3 18BK/RD
6	G1 18DG/GY
7	L1 18VT
8	G60 18GY/YL
9	A41 18YL
10	C91 18LB



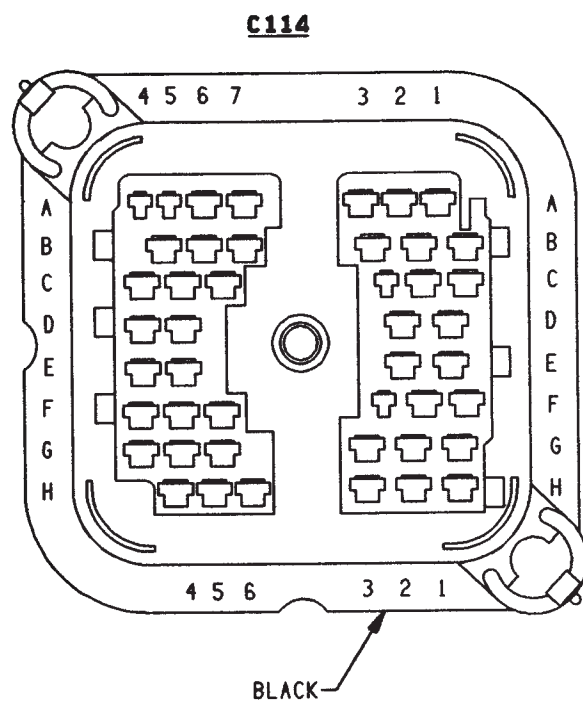
CAV	CIRCUIT
1	C21 18DB/YL
2	G4 20DB
3	G20 18VT/YL
4	A1 12RD
5	X3 18BK/RD
6	G1 18DG/GY
7	L1 18VT/BK
8	G60 18GY/YL
9	A41 18YL
10	C91 18LB



BRAKE
WARNING SWITCH

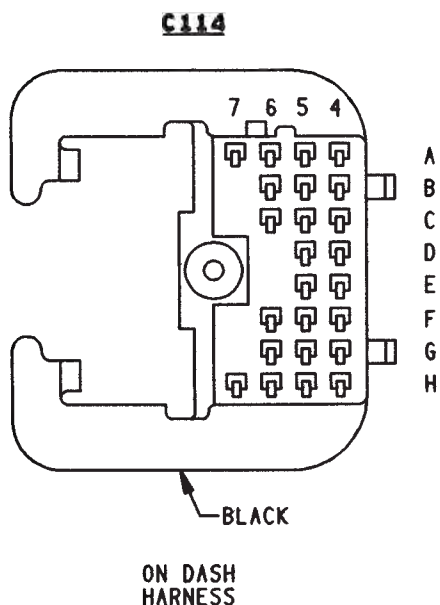
C113

CAV	CIRCUIT	FUNCTION
1	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
2	G11 20WT/BK	PARK BRAKE SWITCH SENSE

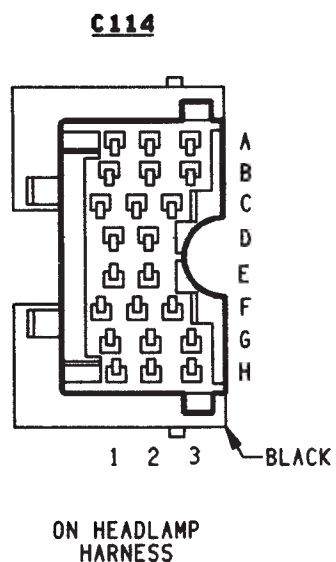


CAV	CIRCUIT
A1	L7 18BK/YL
A2	V20 18BR/WT
A3	L60 18TN
A4	G19 20LG/OR
A5	A22 14BK/OR
(2) A6	L50 18WT/TN
A7	G9 20GY/BK
B1	L20 16LG/WT
B2	G5 18DB/WT
B3	—
B4	G7 20WT/OR
B4	G7 18WT/OR
B5	Z1 14BK
B6	G11 18WT/BK
(2) C1	G7 18WT/OR
C2	L61 18LG
C3	—
C4	—
C5	G3 20BK/PK
C6	G5 18DB/WT
D1	L39 16LB
D2	—
D4	L9 18BK/WT
D5	G50 18WT/YL
E1	L3 16RD/OR
(2) E2	G34 18RD/GY
E4	A3 12RD/OR
E5	—
F1	—
F2	—
F3	V10 18BR
F4	—
F5	—
F6	K54 200R/BK
G1	—
G2	—
G3	X2 18DG/RD
G4	A6 12RD/BK
G5	—
G6	X2 18DG/RD
H1	L4 16VT/WT
H2	—
H3	—
H4	M1 18PK
H5	V40 18WT/PK
H6	G21 20GY/LB

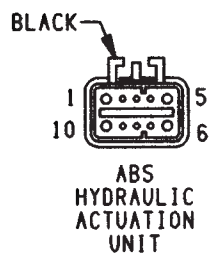
(2) INDICATES 2 WIRES IN CAVITY



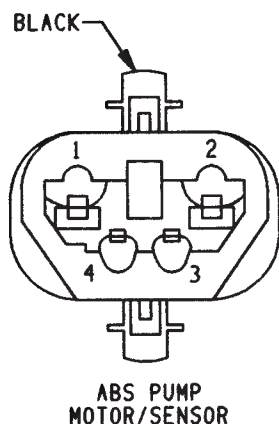
CAV	CIRCUIT
A4	G19 20LG/OR
A5	A22 18BK/OR
A6	L50 18WT/TN
A7	G9 20GY/BK
B4	G7 20WT/OR
B5	Z1 14BK
B6	G11 20WT/BK
C4	—
C5	G3 20BK/PK
C6	G5 18DB/WT
C6	G5 18DB/WT
D4	L9 18BK/WT
D5	G50 18WT/YL
E4	A3 12RD/OR
E5	—
F4	—
F5	—
F6	K54 200R/BK
F6	K54 200R/BK
G4	A6 12RD/BK
G5	—
G6	X2 18DG/RD
H4	M1 18PK
H5	V40 18WT/PK
H6	G21 20GY/LB



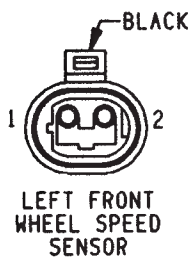
CAV	CIRCUIT
A1	L7 18BK/YL
A2	V20 18BK/WT
A3	L60 18TN
B1	L20 16LG/WT
B2	G5 18DB/WT
B3	—
C1	G7 20WT/OR
C2	L61 18LG
C3	—
D1	L39 16LB
D2	—
E1	L3 16RD/OR
E2	G34 18RD/GY
F1	—
F2	—
F3	V10 18BR
G1	—
G2	—
G3	X2 18DG/RD
H1	L4 16VT/WT
H2	—
H3	—

**C115**

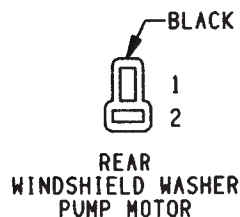
CAV	CIRCUIT	FUNCTION
1	—	—
2	B245 16WT/LG	LEFT FRONT ISOLATION VALVE CONTROL
3	B249 16WT/YL	RIGHT FRONT ISOLATION VALVE CONTROL
4	B251 16WT/BK	REAR INLET VALVE CONTROL
5	B15 14GY/YL	ABS POWER RELAY OUTPUT
6	—	—
7	B254 16DG/OR	REAR DUMP VALVE CONTROL
8	B248 16DG/WT	RIGHT FRONT DUMP VALVE CONTROL
9	B243 16DG/BK	LEFT FRONT DUMP VALVE CONTROL
10	B15 14GY/YL	ABS POWER RELAY OUTPUT

**C116**

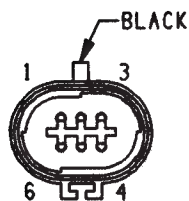
CAV	CIRCUIT	FUNCTION
1	B25 12TN	ABS POWER RELAY OUTPUT
2	Z12 12BK/TN	GROUND
* 3	B16 18BR	PUMP/MOTOR SPEED SENSOR (—)
* 4	B17 18LG/BR	PUMP/MOTOR SPEED SENSOR (+)

**C117**

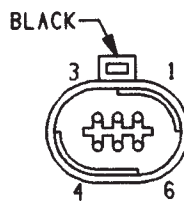
CAV	CIRCUIT	FUNCTION
* 1	B9 18RD	LEFT FRONT WHEEL SPEED SENSOR (+)
* 2	B8 18RD/DB	LEFT FRONT WHEEL SPEED SENSOR (—)

**C118**

CAV	CIRCUIT	FUNCTION
1	V20 18BK/WT	REAR WASHER PUMP MOTOR CONTROL
2	Z1 18BK	GROUND

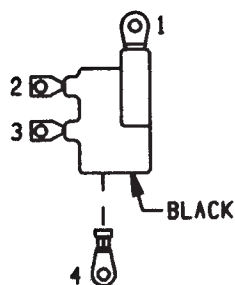
**C119**

CAV	CIRCUIT
1	G5 18DB/WT
2	C13 18DB/OR
3	—
4	—
5	C20 18BR/RD
6	C21 18DB/YL



— OPTION —
AIR CONDITIONING
WIRING
IF INSTALLED
(2.5L ENGINE)

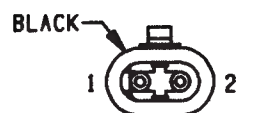
*— INDICATES TWISTED PAIRS (B8 & B9, B16 & B17)



GENERATOR

C120

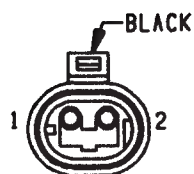
CAV	CIRCUIT	FUNCTION
1	—	—
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
3	K20 18DG	GENERATOR FIELD DRIVER
4	Z0 6BK	GROUND



IGNITION COIL

C121

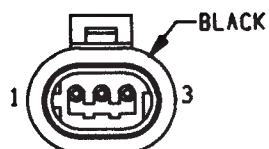
CAV	CIRCUIT	FUNCTION
1	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
2	K19 18GY	IGNITION COIL #1 DRIVER

A/C LOW
PRESSURE
SWITCH**C122**

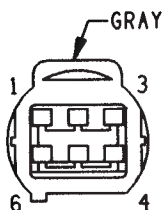
CAV	CIRCUIT	FUNCTION
1	C20 18BR/RD	A/C SWITCH SENSE
2	C21 18DB/YL	A/C SWITCH SENSE

ENGINE OIL
PRESSURE
SENDING UNIT**C123**

CAV	CIRCUIT	FUNCTION
1	—	—
2	G60 18GY/YL	OIL PRESSURE SENSOR SIGNAL

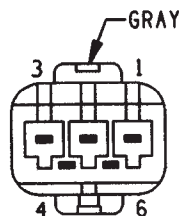
CAMSHAFT
POSITION
SENSOR**C124**

CAV	CIRCUIT	FUNCTION
1	K44 18TN/YL	CAMSHAFT POSITION SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND
3	K7 18OR	8-VOLT SUPPLY



CAV	CIRCUIT
1	Z2 16BK/OR
2	T41 18BR/YL
3	G5 18DB/WT
4	—
5	T22 16DB/TN
6	L1 18VT

C125

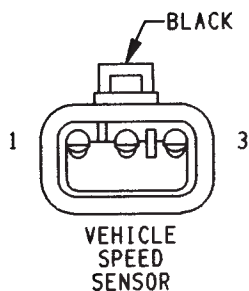


WITH AUTOMATIC
TRANSMISSION

CAV	CIRCUIT
1	—
2	T41 18BR/YL
3	G5 18DB/WT
4	—
5	T22 16DB/TN
6	L1 18VT

WITH MANUAL
TRANSMISSION

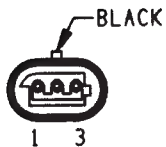
CAV	CIRCUIT
1	Z2 16BK/OR
2	Z2 16BK/OR
3	G5 18DB/WT
4	—
5	—
6	L1 18VT



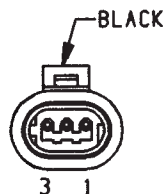
C126

CAV	CIRCUIT	FUNCTION
1	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND
3	K7 18OR	8-VOLT SUPPLY

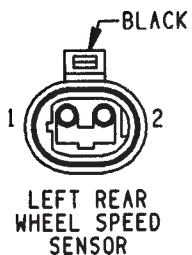
C127



CAV	CIRCUIT
1	Z2 16BK/OR
2	G4 18DB
3	A141 16DG/BK

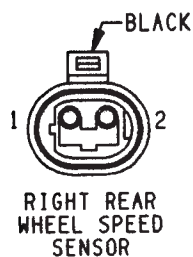


CAV	CIRCUIT
1	Z2 16BK/OR
2	G4 18DB
3	A141 16DG/BK



C128

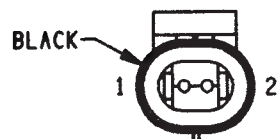
CAV	CIRCUIT	FUNCTION
* 1	B4 18LG	LEFT REAR WHEEL SPEED SENSOR (+)
* 2	B3 18LG/DB	LEFT REAR WHEEL SPEED SENSOR (—)



C129

CAV	CIRCUIT	FUNCTION
* 1	B2 18YL	RIGHT REAR WHEEL SPEED SENSOR (+)
* 2	B1 18YL/DB	RIGHT REAR WHEEL SPEED SENSOR (—)

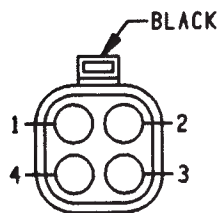
* - INDICATES TWISTED PAIRS (B1 & B2, B3 & B4)



ENGINE COOLANT
TEMPERATURE SENSOR

C130

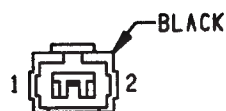
CAV	CIRCUIT	FUNCTION
1	K2 18TN/BK	ENGINE COOLANT TEMP SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND



HEATED
OXYGEN
SENSOR

C131

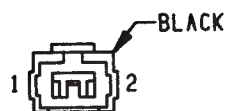
CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K41 18BK/DG	HEATED OXYGEN SENSOR SIGNAL
3	Z1 16BK	GROUND
4	A142 16DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



INJECTOR # 1

C132

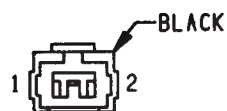
CAV	CIRCUIT	FUNCTION
1	K11 18WT/DB	INJECTOR # 1 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



INJECTOR # 2

C133

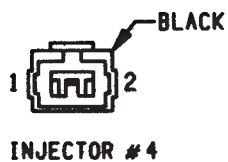
CAV	CIRCUIT	FUNCTION
1	K12 18TN	INJECTOR # 2 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



INJECTOR # 3

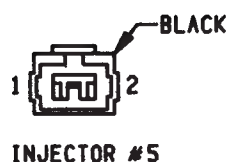
C134

CAV	CIRCUIT	FUNCTION
1	K13 18YL/WT	INJECTOR # 3 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



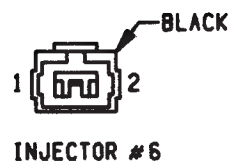
C135

CAV	CIRCUIT	FUNCTION
1	K14 18LB/BR	INJECTOR # 4 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



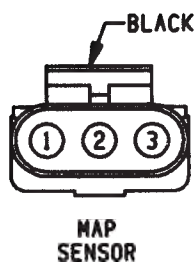
C136

CAV	CIRCUIT	FUNCTION
1	K15 18PK/BK	INJECTOR # 5 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



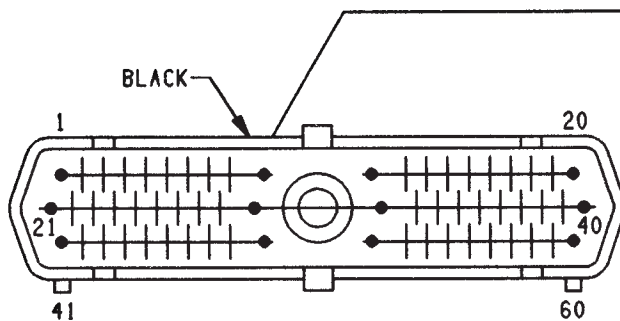
C137

CAV	CIRCUIT	FUNCTION
1	K16 18LG/BK	INJECTOR # 6 DRIVER
2	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT



C138

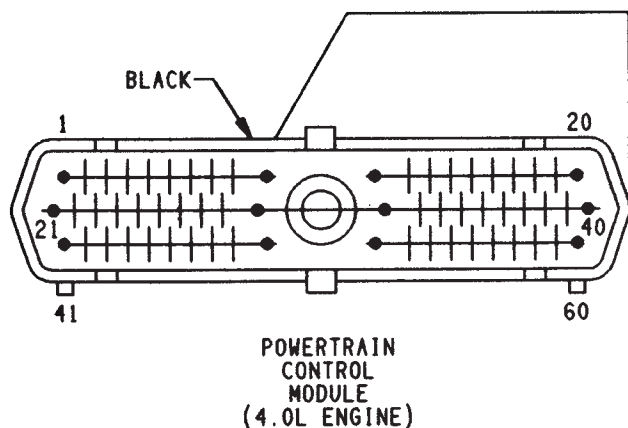
CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K1 20DG/RD	MAP SENSOR SIGNAL
3	K6 20VT/WT	5—VOLT SUPPLY

C139

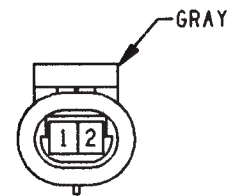
POWERTRAIN
CONTROL
MODULE
(2.5L ENGINE)

CAV	CIRCUIT	FUNCTION
1	K1 20DG/RD	MAP SENSOR SIGNAL
2	K2 18TN/BK	ENGINE COOLANT TEMP SENSOR SIGNAL
3	A14 16RD/WT	FUSED B(+)
4	K4 18BK/LB	SENSOR GROUND
5	Z11 16BK/WT	GROUND
6	K6 20VT/WT	5-VOLT SUPPLY
7	K7 180R	8-VOLT SUPPLY
8	—	—
9	G50 18WT/YL	FUSED IGNITION SWITCH OUTPUT
10	K10 18DB/OR	POWER STEERING SWITCH SENSE
11	Z1 16BK	GROUND
12	Z1 16BK	GROUND
13	K14 18LB/BR	INJECTOR #4 DRIVER
14	K13 18YL/WT	INJECTOR #3 DRIVER
15	K12 18TN	INJECTOR #2 DRIVER
16	K11 18WT/DB	INJECTOR #1 DRIVER
17	—	—
18	—	—
19	K19 18GY	IGNITION COIL #1 DRIVER
20	K20 18DG	GENERATOR FIELD DRIVER
21	K21 18BK/RD	INTAKE AIR TEMPERATURE SENSOR SIGNAL
22	K22 180R/DB	THROTTLE POSITION SENSOR SIGNAL
23	—	—
24	K24 18GY/BK	CRANKSHAFT POSITION SENSOR SIGNAL
25	D21 20PK	SCI TRANSMIT
26	—	—
27	C91 18LB	A/C SWITCH SENSE
28	C20 18BR/RD	A/C SWITCH SENSE
29	V40 18WT/PK	STOP LAMP SWITCH SENSE
30	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
31	—	—
32	G3 20BK/PK	MALFUNCTION INDICATOR LAMP DRIVER
33	—	—
34	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
35	—	—
36	—	—
37	—	—
38	—	—
39	K39 18GY/RD	IDLE AIR CONTROL MOTOR #1 DRIVER
40	K40 18BR/WT	IDLE AIR CONTROL MOTOR #3 DRIVER
41	K41 18BK/DG	HEATED OXYGEN SENSOR SIGNAL
42	—	—
43	G21 20GY/LB	TACHOMETER SIGNAL
44	K44 18TN/YL	CAMSHAFT POSITION SENSOR SIGNAL
45	D20 20LG	SCI RECEIVE
46	—	—
47	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL
48	—	—
49	—	—
50	—	—
51	K51 18DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL
52	—	—
53	—	—
54	K54 200R/BK	UPSHIFT LAMP DRIVER
55	—	—
56	—	—
57	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
58	—	—
59	K59 18VT/BK	IDLE AIR CONTROL MOTOR #4 DRIVER
60	K60 18YL/BK	IDLE AIR CONTROL MOTOR #2 DRIVER

C139



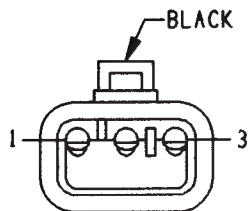
CAV	CIRCUIT	FUNCTION
1	K1 20DG/RD	MAP SENSOR SIGNAL
2	K2 18TN/BK	ENGINE COOLANT TEMP SENSOR SIGNAL
3	A14 16RD/WT	FUSED B(+)
4	K4 18BK/LB	SENSOR GROUND
5	Z11 16BK/WT	GROUND
6	K6 20VT/WT	5-VOLT SUPPLY
7	K7 180R	8-VOLT SUPPLY
8	—	—
9	G50 18WT/YL	FUSED IGNITION SWITCH OUTPUT
10	—	—
11	Z1 16BK	GROUND
12	Z1 16BK	GROUND
13	K14 18LB/BR	INJECTOR #4 DRIVER
14	K13 18YL/WT	INJECTOR #3 DRIVER
15	K12 18TN	INJECTOR #2 DRIVER
16	K11 18WT/DB	INJECTOR #1 DRIVER
17	—	—
18	—	—
19	K19 18GY	IGNITION COIL #1 DRIVER
20	K20 18DG	GENERATOR FIELD DRIVER
21	K21 18BK/RD	INTAKE AIR TEMPERATURE SENSOR SIGNAL
22	K22 180R/DB	THROTTLE POSITION SENSOR SIGNAL
23	—	—
24	K24 18GY/BK	CRANKSHAFT POSITION SENSOR SIGNAL
25	D21 20PK	SCI TRANSMIT
26	—	—
27	C91 18LB	A/C SWITCH SENSE
28	C20 18BR/RD	A/C SWITCH SENSE
29	V40 18WT/PK	STOP LAMP SWITCH SENSE
30	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
31	—	—
32	G3 20BK/PK	MALFUNCTION INDICATOR LAMP DRIVER
33	—	—
34	C13 18DB/OR	A/C COMPRESSOR CLUTCH RELAY CONTROL
35	—	—
36	—	—
37	—	—
38	K15 18PK/BK	INJECTOR #5 DRIVER
39	K39 18GY/RD	IDLE AIR CONTROL MOTOR #1 DRIVER
40	K40 18BR/WT	IDLE AIR CONTROL MOTOR #3 DRIVER
41	K41 18BK/DG	HEATED OXYGEN SENSOR SIGNAL
42	—	—
43	G21 20GY/LB	TACHOMETER SIGNAL
44	K44 18TN/YL	CAMSHAFT POSITION SENSOR SIGNAL
45	D20 20LG	SCI RECEIVE
46	—	—
47	G7 18WT/OR	VEHICLE SPEED SENSOR SIGNAL
48	—	—
49	—	—
50	—	—
51	K51 18DB/YL	AUTOMATIC SHUT DOWN RELAY CONTROL
52	—	—
53	—	—
54	K54 200R/BK	UPSHIFT LAMP DRIVER
55	—	—
56	—	—
57	A142 18DG/OR	AUTOMATIC SHUT DOWN RELAY OUTPUT
58	K16 18LG/BK	INJECTOR #6 DRIVER
59	K59 18VT/BK	IDLE AIR CONTROL MOTOR #4 DRIVER
60	K60 18YL/BK	IDLE AIR CONTROL MOTOR #2 DRIVER



INTAKE AIR
TEMPERATURE
SENSOR

C140

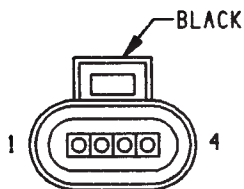
CAV	CIRCUIT	FUNCTION
1	K21 18BK/RD	INTAKE AIR TEMPERATURE SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND



THROTTLE
POSITION
SENSOR

C141

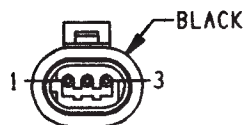
CAV	CIRCUIT	FUNCTION
1	K4 18BK/LB	SENSOR GROUND
2	K22 180R/DB	THROTTLE POSITION SENSOR SIGNAL
3	K6 20VT/WT	5-VOLT SUPPLY



IDLE AIR
CONTROL MOTOR

C142

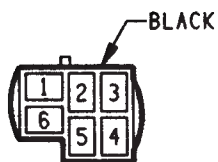
CAV	CIRCUIT	FUNCTION
1	K39 18GY/RD	IDLE AIR CONTROL MOTOR DRIVER #1
2	K60 18YL/BK	IDLE AIR CONTROL MOTOR DRIVER #2
3	K40 18BR/WT	IDLE AIR CONTROL MOTOR DRIVER #3
4	K59 18VT/BK	IDLE AIR CONTROL MOTOR DRIVER #4



CRANKSHAFT
POSITION
SENSOR

C143

CAV	CIRCUIT	FUNCTION
1	K24 18GY/BK	CRANKSHAFT POSITION SENSOR SIGNAL
2	K4 18BK/LB	SENSOR GROUND
3	K7 180R	8-VOLT SUPPLY

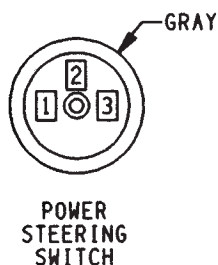


ENGINE
DATA LINK
CONNECTOR

C144

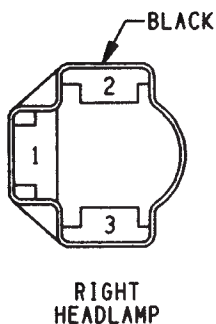
CAV	CIRCUIT	FUNCTION
1	—	—
2	D20 20LG	SCI RECEIVE
* 2	D20 20LG	SCI RECEIVE
3	—	—
4	G50 18WT/YL	FUSED IGNITION SWITCH OUPUT
4	G50 18WT/YL	FUSED IGNITION SWITCH OUPUT
5	D21 20PK	SCI TRANSMIT
* 5	D21 20PK	SCI TRANSMIT
6	Z11 16BK/WT	GROUND

* - INDICATES TWISTED PAIR



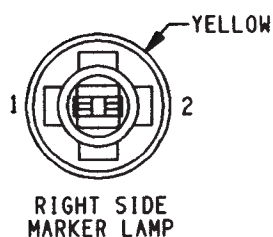
C145

CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	—	—
3	K10 18DB/OR	POWER STEERING SWITCH SENSE



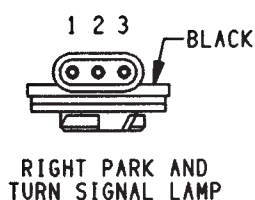
C146

CAV	CIRCUIT	FUNCTION
1	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
2	Z1 16BK	GROUND
3	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT



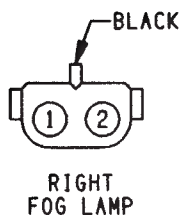
C147

CAV	CIRCUIT	FUNCTION
1	L60 18TN	RIGHT TURN SIGNAL
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT



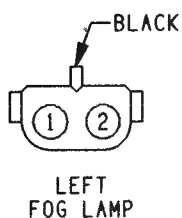
C148

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
3	L60 18TN	RIGHT TURN SIGNAL

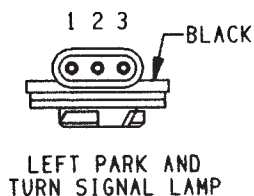


C149

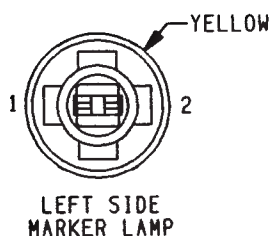
CAV	CIRCUIT	FUNCTION
1	L39 16LB	FOG LAMP SWITCH OUTPUT
2	Z1 16BK	GROUND


C150

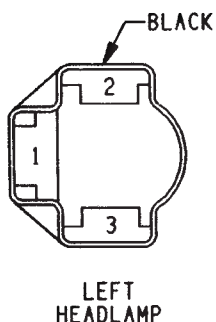
CAV	CIRCUIT	FUNCTION
1	L39 16LB	FOG LAMP SWITCH OUTPUT
2	Z1 16BK	GROUND


C151

CAV	CIRCUIT	FUNCTION
1	Z1 18BK	GROUND
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
3	L61 18LG	LEFT TURN SIGNAL


C152

CAV	CIRCUIT	FUNCTION
1	L61 18LG	LEFT TURN SIGNAL
2	L7 18BK/YL	PARK LAMP SWITCH OUTPUT


C153

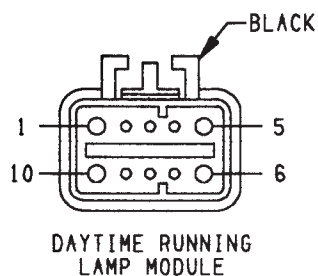
CAV	CIRCUIT	FUNCTION
1	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
2	Z1 16BK	GROUND
3	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT

WITH
DAYTIME
RUNNING
LAMP

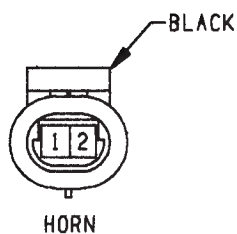
CAV	CIRCUIT	FUNCTION
1	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
1	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT
2	Z1 16BK	GROUND
3	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
3	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT

WITHOUT
DAYTIME
RUNNING
LAMP

C154

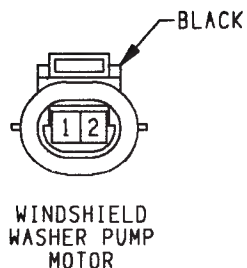


CAV	CIRCUIT	FUNCTION
1	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
2	G34 18RD/GY	HIGH BEAM INDICATOR DRIVER
3	—	—
4	—	—
5	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
6	L20 16LG/WT	FUSED B(+) (TO DIMMER SWITCH)
7	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
8	Z1 18BK	GROUND
9	—	—
10	L4 16VT/WT	LOW BEAM OUTPUT



C155

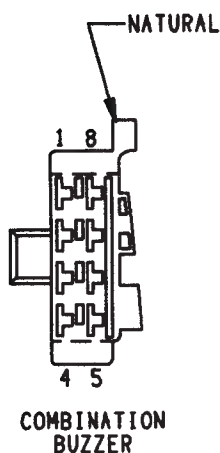
CAV	CIRCUIT	FUNCTION
1	Z1 16BK	GROUND
2	X2 18DG/RD	HORN RELAY OUTPUT



C156

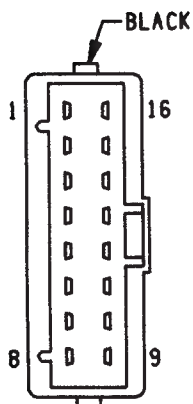
CAV	CIRCUIT	FUNCTION
1	V10 18BR	WINDSHIELD WASHER SWITCH OUTPUT
2	Z1 18BK	GROUND

C201
FUSE BLOCK
(8W-10-3)

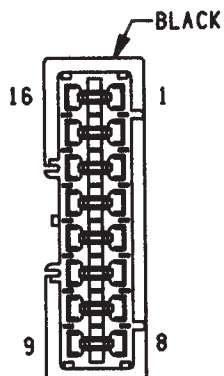


CAV	CIRCUIT	FUNCTION
1	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
2	G13 20DB/RD	SEAT BELT LAMP DRIVER
3	Z1 20BK	GROUND
4	G10 18LG/RD	SEAT BELT SWITCH SENSE
5	—	—
6	F32 18PK/DB	FUSED B(+)
7	G26 18LB	KEY IN IGNITION SWITCH SENSE
8	—	—

C203



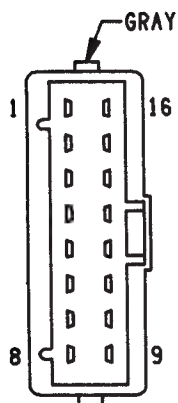
CAV	CIRCUIT
1	G5 18DB/WT
2	M2 18YL
3	M1 20PK
4	G16 18BK/LB
5	L7 18BK/YL
6	L62 18BR/RD
7	L1 18VT/BK
8	L50 18WT/TN
9	G11 18WT/BK
10	—
11	Z1 14BK
12	G10 18LG/RD
13	—
14	—
15	—
16	L63 18DG/RD



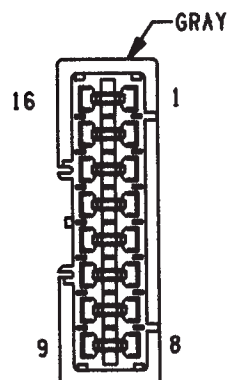
CAV	CIRCUIT
1	G5 18DB/WT
2	M2 18YL
3	M1 20PK
4	G16 18BK/RD
5	L7 18BK/YL
6	L62 18BR/RD
7	L1 18VT/BK
8	L50 18WT/TN
9	G11 18WT/BK
10	—
11	Z1 14BK
11	Z1 18BK
12	G10 18LG/RD
13	—
14	—
15	—
16	L63 18DG/RD

SOFT TOP ONLY

C204

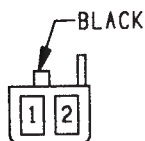


CAV	CIRCUIT
1	C15 18BK/WT
2	—
3	C16 18LB/YL
4	—
5	F81 14BR
6	—
7	V22 16BR/YL
8	—
9	—
10	—
11	—
12	—
13	—
14	V23 16BR/PK
15	—
16	V13 16BR/LG

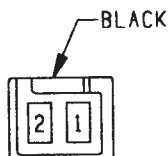


CAV	CIRCUIT
1	C15 18BK/WT
2	—
3	C16 16LB/YL
4	—
5	F81 14BR
6	—
7	V22 16BR/YL
8	—
9	—
10	—
11	—
12	—
13	—
14	V23 16BR/PK
15	—
16	V13 16BR/LG

C205

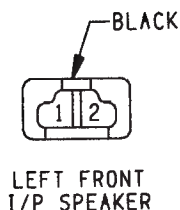


CAV	CIRCUIT
1	M1 18PK
2	M2 18YL



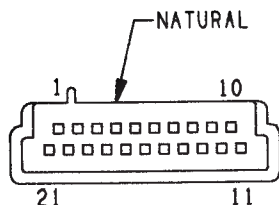
CAV	CIRCUIT
1	M1 18PK
2	M2 18BK/WT

C206



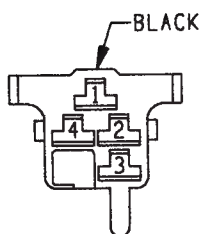
CAV	CIRCUIT	FUNCTION
1	X53 18DG	LEFT FRONT SPEAKER (+)
1	X53 20DG	LEFT FRONT SPEAKER (+)
2	X55 18BR/RD	LEFT FRONT SPEAKER (-)
2	X55 20BR/RD	LEFT FRONT SPEAKER (-)

C207



INSTRUMENT
CLUSTER

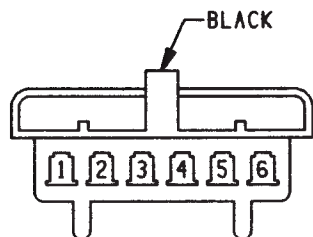
CAV	CIRCUIT	FUNCTION
1	—	—
2	—	—
3	—	—
4	L60 18TN	RIGHT TURN SIGNAL
5	G19 20LG/OR	CHECK ANTI-LOCK LAMP DRIVER
6	K54 200R/BK	UPSHIFT LAMP DRIVER
7	—	—
8	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
9	G3 20BK/PK	MALFUNCTION INDICATOR LAMP DRIVER
10	G9 20GY/BK	BRAKE WARNING LAMP DRIVER
11	—	—
12	G21 20GY/LB	TACHOMETER SIGNAL
13	G7 20WT/OR	VEHICLE SPEED SENSOR SIGNAL
14	Z1 18BK	GROUND
15	—	—
16	G13 20DB/RD	SEAT BELT LAMP DRIVER
17	G34 18RD/GY	HIGH BEAM INDICATOR LAMP DRIVER
18	L61 18LG	LEFT TURN SIGNAL
19	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
20	Z1 18BK	GROUND
21	E2 200R	PANEL LAMP DRIVER



HEADLAMP
DIMMER
SWITCH

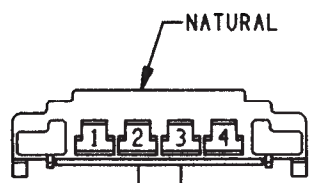
C208

CAV	CIRCUIT	FUNCTION
1	L2 16LG	HEADLAMP SWITCH OUTPUT
2	L3 16RD/OR	DIMMER SWITCH HIGH BEAM OUTPUT
3	L20 16LG/WT	FUSED B(+) (TO DIMMER SWITCH)
3	L20 16LG/WT	FUSED B(+) (TO DIMMER SWITCH)
4	L4 16VT/WT	DIMMER SWITCH LOW BEAM OUTPUT


HEADLAMP
SWITCH

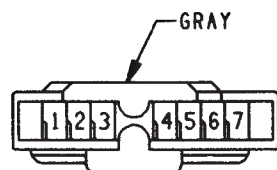
C209

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
2	L20 16LG/WT	FUSED B(+) (TO DIMMER SWITCH)
3	A3 12RD/OR	FUSED B(+)
4	L2 16LG	HEADLAMP SWITCH OUTPUT
5	F33 18PK/RD	FUSED B(+)
6	—	—


PANEL LAMP
DIMMER
SWITCH

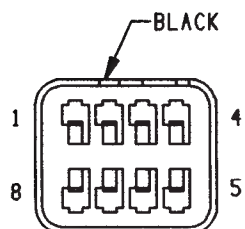
C210

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND
3	M2 18YL	COURTESY LAMP SWITCH OUTPUT
4	E1 20TN	PANEL LAMP DIMMER SWITCH SIGNAL


WINDSHIELD
WIPER/WASHER
SWITCH

C211

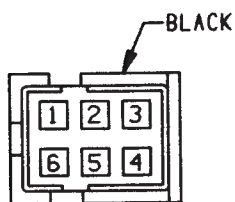
CAV	CIRCUIT	FUNCTION
1	—	—
2	V10 18BR	WINDSHIELD WASHER SWITCH OUTPUT
3	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT
4	V6 18DB	FUSED IGN SWITCH OUTPUT (ACC/RUN)
5	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
6	V5 18DG/YL	WIPER SWITCH MODE SENSE
7	Z1 18BK	GROUND


WINDSHIELD
WIPER
MOTOR

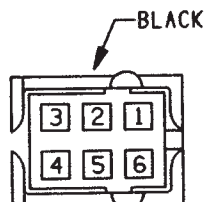
C212

CAV	CIRCUIT	FUNCTION
1	V3 18BR/WT	WIPER SWITCH LOW SPEED OUTPUT
2	V6 18DB	FUSED IGNITION SWITCH OUTPUT
3	—	—
4	V5 18DG/YL	WIPER SWITCH MODE SENSE
5	Z1 18BK	GROUND
6	—	—
7	—	—
8	V4 18RD/YL	WIPER SWITCH HIGH SPEED OUTPUT

C213

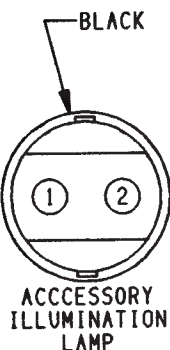


CAV	CIRCUIT
1	C91 18LB
2	F30 16RD
3	C1 14DG
3	C1 18DG
4	Z1 14BK
4	Z1 18BK
5	—
6	C21 18DB/YL



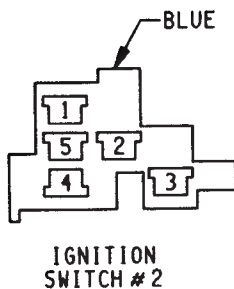
— OPTION —
AIR CONDITIONING
WIRING
IF INSTALLED
(2.5L ENGINE)

C214



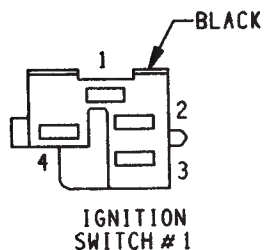
CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMP DRIVER
2	Z1 18BK	GROUND

C215



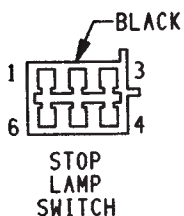
CAV	CIRCUIT	FUNCTION
1	A41 18YL	IGNITION SWITCH OUTPUT (START)
2	—	—
3	A31 14BK/WT	IGNITION SWITCH OUTPUT (ACC/RUN)
4	A21 14DB	IGNITION SWITCH OUTPUT (RUN/START)
5	—	—

C216

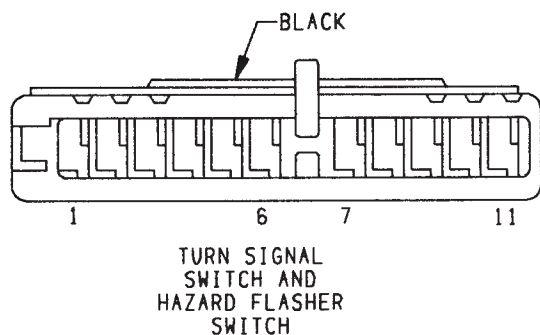


CAV	CIRCUIT	FUNCTION
1	A22 14BK/OR	IGNITION SWITCH OUTPUT (RUN)
2	G11 18WT/BK	PARK BRAKE SWITCH SENSE
2	G11 18WT/BK	PARK BRAKE SWITCH SENSE
3	—	—
4	A1 12RD	FUSED B(+)

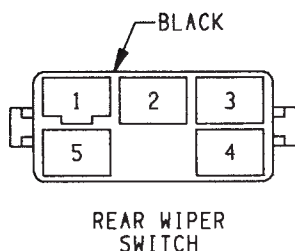
C217



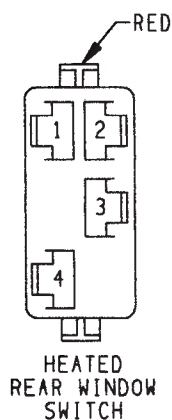
CAV	CIRCUIT	FUNCTION
1	—	—
2	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT
2	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT
3	V40 18WT/PK	BRAKE SWITCH SENSE
4	Z1 18BK	GROUND
5	F32 18PK/DB	FUSED B(+)
6	—	—

C218

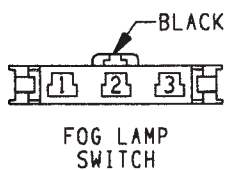
CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	STOP LAMP SWITCH OUTPUT
2	L62 18BR/RD	RIGHT REAR/TURN SIGNAL
3	L63 18DG/RD	LEFT REAR/TURN SIGNAL
4	L6 18RD/WT	TURN SIGNAL FLASHER SIGNAL
5	L19 18PK	HAZARD FLASHER SIGNAL
6	L60 18TN	RIGHT TURN SIGNAL
6	L60 18TN	RIGHT TURN SIGNAL
7	L61 18LG	LEFT TURN SIGNAL
7	L61 18LG	LEFT TURN SIGNAL
8	X3 18BK/RD	HORN RELAY CONTROL
9	G26 18LB	KEY-IN IGNITION SWITCH SENSE
10	G16 18BK/LB	LEFT FRONT DOOR JAMB SWITCH SENSE
11	E2 200R	PANEL LAMP DRIVER

C219

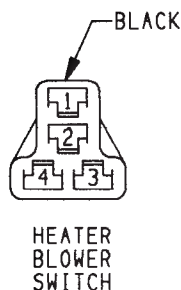
CAV	CIRCUIT	FUNCTION
1	V20 18BR/WT	REAR WASHER PUMP GROUND
2	V13 16BR/LG	REAR WIPER RUN
3	—	—
4	Z1 18BK	GROUND
5	V22 16BR/YL	WASHER DELAY TO REAR WIPER

C220

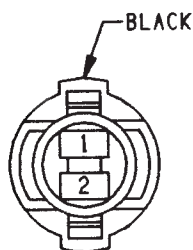
CAV	CIRCUIT	FUNCTION
1	—	—
2	Z1 20BK	GROUND
3	C16 16LB/YL	HEATED REAR WINDOW RELAY CONTROL
4	C15 18BK/WT	HEATED REAR WINDOW RELAY OUTPUT

C221

CAV	CIRCUIT	FUNCTION
1	L39 18LB	FOG LAMP SWITCH OUTPUT
2	L35 18BR/WT	PARK LAMP RELAY CONTROL
3	Z1 20BK	GROUND

C222

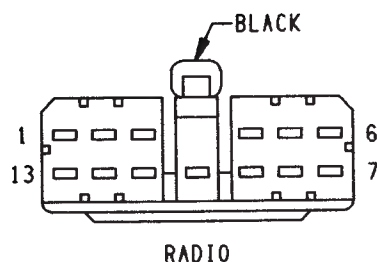
CAV	CIRCUIT	FUNCTION
1	C5 16LG	M1 BLOWER MOTOR DRIVER
2	C4 16TN	LOW BLOWER MOTOR DRIVER
3	C7 14BK/TN	HIGH BLOWER MOTOR DRIVER
3	C7 16BK/TN	HIGH BLOWER MOTOR DRIVER
4	C1 14DG	FUSED IGNITION SWITCH OUTPUT



HEATER CONTROL
PANEL ILLUMINATION
LAMP

C223

CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMP DRIVER
2	Z1 20BK	GROUND



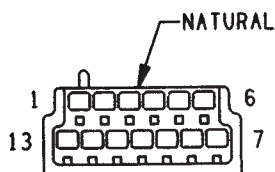
RADIO

C224

CAV	CIRCUIT	FUNCTION
1	X57 18BR/LB	LEFT REAR SPEAKER (-)
2	X55 18BR/RD	LEFT FRONT SPEAKER (-)
3	E22 180R/WT	ILLUMINATION RELAY OUTPUT
4	E2 180R	PANEL LAMP DRIVER
5	X56 18DB/RD	RIGHT FRONT SPEAKER (-)
6	X58 18DB/OR	RIGHT REAR SPEAKER (-)
7	X52 18DB/WT	RIGHT REAR SPEAKER (+)
8	X54 18VT	RIGHT FRONT SPEAKER (+)
9	F30 18RD	FUSED IGN SWITCH OUTPUT (ACC/RUN)
10	M1 18PK	FUSED B(+)
11	—	—
12	X53 18DG	LEFT FRONT SPEAKER (+)
13	X51 18BR/YL	LEFT REAR SPEAKER (+)

C225

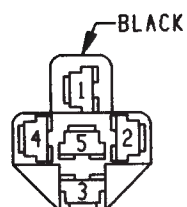
CAV	CIRCUIT	FUNCTION
1	E2 200R	PANEL LAMP DRIVER
2	G60 18GY/YL	OIL PRESSURE SENSOR SIGNAL
3	—	—
4	G20 18VT/YL	ECT GAUGE SENSOR SIGNAL
5	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
6	Z1 18BK	GROUND
7	E2 200R	PANEL LAMP DRIVER
8	G4 20DB	FUEL LEVEL SENSOR SIGNAL
9	G1 18DG/GY	4WD SENSE
10	—	—
11	—	—
12	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
13	Z1 18BK	GROUND



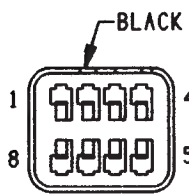
GAUGE
PACKAGE

C226

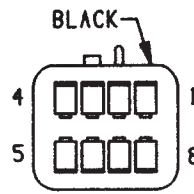
CAV	CIRCUIT	FUNCTION
1	E22 180R/WT	ILLUMINATION OUTPUT TO RADIO
2	Z1 18BK	GROUND
3	E2 200R	PANEL LAMP DRIVER
4	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
5	F30 18RD	FUSED IGN SWITCH OUTPUT (ACC/RUN)



RADIO
ILLUMINATION
RELAY



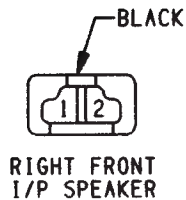
CAV	CIRCUIT
1	X56 20DB/RD
2	X54 20VT
3	X53 20DG
4	X55 20BR/RD
5	X58 18DB/OR
6	X52 18DB/WT
7	X51 18BR/YL
8	X57 18BR/LB

**C227**WITHOUT
HALO SPEAKERS

CAV	CIRCUIT
1	X58 20WT/LG
2	X52 20LG/WT
3	X51 20BR/WT
4	X57 20BR
5	X58 20WT/LG
6	X52 20LG/WT
7	X51 20BR/WT
8	X57 20BR

WITH HALO
SPEAKERS

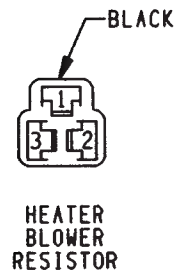
CAV	CIRCUIT
1	—
2	—
3	—
4	—
5	X58 20DB/OR
6	X52 20DB/WT
7	X51 20BR/YL
8	X57 20BR/LB

**C228**

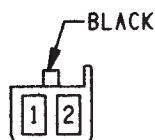
CAV	CIRCUIT	FUNCTION
1	X54 18VT	RIGHT FRONT SPEAKER (+)
1	X54 20VT	RIGHT FRONT SPEAKER (+)
2	X56 18DB/RD	RIGHT FRONT SPEAKER (—)
2	X56 20DB/RD	RIGHT FRONT SPEAKER (—)

**C229**

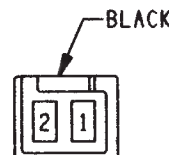
CAV	CIRCUIT	FUNCTION
1	C7 14BK/TN	HIGH BLOWER MOTOR DRIVER
2	—	—
3	Z1 14BK	GROUND

**C230**

CAV	CIRCUIT	FUNCTION
1	C5 16LG	M1 BLOWER MOTOR DRIVER
2	C7 16BK/TN	HIGH BLOWER MOTOR DRIVER
3	C4 16TN	LOW BLOWER MOTOR DRIVER

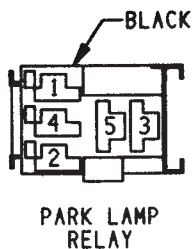


CAV	CIRCUIT
1	M1 18PK
2	M2 18YL



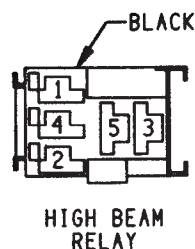
CAV	CIRCUIT
1	M1 18PK
2	M2 18BK/WT

C231



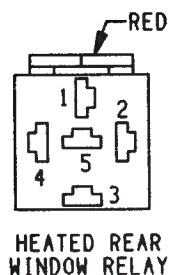
C232

CAV	CIRCUIT	FUNCTION
1	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
2	L35 18BR/WT	PARK LAMP RELAY CONTROL
3	F81 16BR	FUSED B(+)
4	—	—
5	L36 16BR/LB	PARK LAMP RELAY OUTPUT



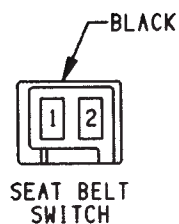
C233

CAV	CIRCUIT	FUNCTION
1	G34 18RD/GY	HIGH BEAM INDICATOR DRIVER
2	Z1 18BK	GROUND
3	L36 16BR/LB	PARK LAMP RELAY OUTPUT
4	L39 16LB	HIGH BEAM RELAY OUTPUT
5	—	—



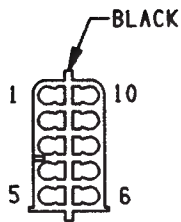
C301

CAV	CIRCUIT	FUNCTION
1	C15 18BK/WT	HEATED REAR WINDOW RELAY OUTPUT
1	C15 14BK/WT	HEATED REAR WINDOW RELAY OUTPUT
2	Z1 18BK	GROUND
3	F81 14BR	FUSED B(+)
4	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
5	C16 18LB/YL	HEATED REAR WINDOW RELAY CONTROL

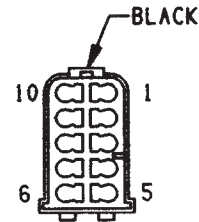


C302

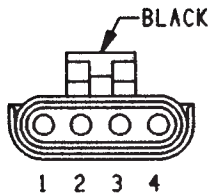
CAV	CIRCUIT	FUNCTION
1	G10 18LG/RD	SEAT BELT SWITCH SENSE
2	Z1 18BK	GROUND

C303

CAV	CIRCUIT
1	C15 14BK/WT
2	M2 18YL
3	M1 20PK
4	V23 16BR/PK
5	V13 16BR/LG
6	—
7	—
8	—
9	V22 16BR/YL
10	Z1 14BK

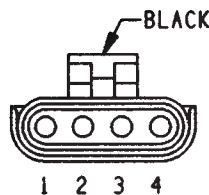


CAV	CIRCUIT
1	C15 14BR/OR
2	M2 18BK/WT
3	M1 18PK
4	V22 14BR/WT
4	V23 14GR
5	V13 14GR/WT
6	—
7	—
8	—
9	V22 14BR/WT
10	Z1 12BK

C304

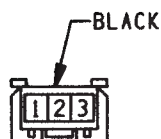
LEFT TAIL, STOP AND
TURN SIGNAL LAMP
AND LICENSE LAMP

CAV	CIRCUIT	FUNCTION
1	L1 18VT/BK	BACK—UP LAMP SWITCH OUTPUT
2	L63 18DG/RD	LEFT REAR TURN SIGNAL OUTPUT
3	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
4	Z1 14BK	GROUND

C305

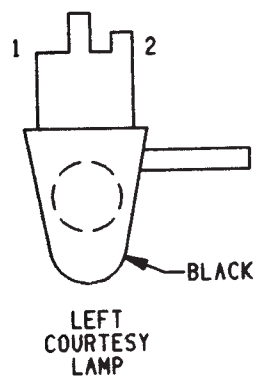
RIGHT TAIL, STOP AND
TURN SIGNAL LAMP

CAV	CIRCUIT	FUNCTION
1	L1 18VT/BK	BACK—UP LAMP SWITCH OUTPUT
2	L62 18BR/RD	RIGHT REAR TURN SIGNAL OUTPUT
3	L7 18BK/YL	PARK LAMP SWITCH OUTPUT
4	—	—

C306

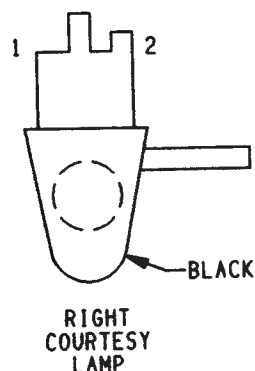
TWO SPEED
WINDSHIELD
WIPER MOTOR

CAV	CIRCUIT	FUNCTION
1	V23 14GR	IGNITION SWITCH OUTPUT
2	Z1 16BK	GROUND
3	V13 14GR/WT	REAR WIPER SWITCH OUTPUT



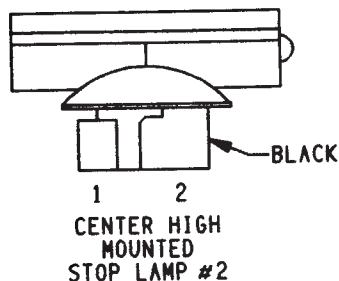
C307

CAV	CIRCUIT	FUNCTION
1	M1 18PK	FUSED B(+)
2	M2 18BK/WT	COURTESY LAMP DRIVER



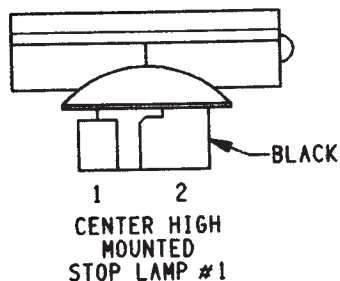
C308

CAV	CIRCUIT	FUNCTION
1	M1 18PK	FUSED B(+)
2	M2 18BK/WT	COURTESY LAMP DRIVER



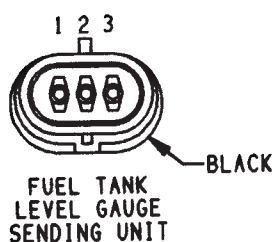
C309

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



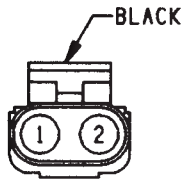
C310

CAV	CIRCUIT	FUNCTION
1	L50 18WT/TN	BRAKE LAMP SWITCH OUTPUT
2	Z1 18BK	GROUND



C401

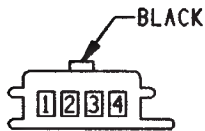
CAV	CIRCUIT	FUNCTION
1	Z2 16BK/OR	GROUND
2	G4 18DB	FUEL LEVEL SENSOR SIGNAL
3	A141 16DG/BK	FUEL PUMP RELAY OUTPUT



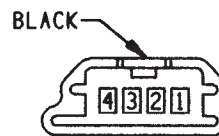
4WD SWITCH

C402

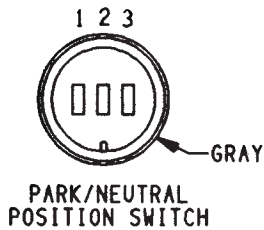
CAV	CIRCUIT	FUNCTION
1	G1 18DG/GY	4WD SENSE
2	Z1 18BK	GROUND

**C403**

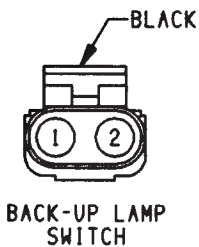
CAV	CIRCUIT
1	X51 20BR/YL
2	X57 20BR/LB
3	X52 20DB/WT
4	X58 20DB/OR



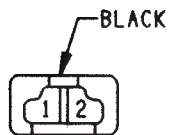
CAV	CIRCUIT
1	X51 20BR/YL
2	X57 20BR/LB
3	X52 20DB/WT
4	X58 20DB/OR

PARK/NEUTRAL
POSITION SWITCH**C404**

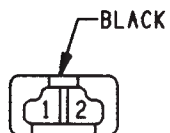
CAV	CIRCUIT	FUNCTION
1	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)
2	T41 18BR/YL	PARK/NEUTRAL POSITION SWITCH SENSE
3	L1 18VT	BACK-UP LAMP SWITCH OUTPUT

BACK-UP LAMP
SWITCH**C405**

CAV	CIRCUIT	FUNCTION
1	L1 18VT	BACK-UP LAMP SWITCH OUTPUT
2	G5 18DB/WT	FUSED IGN SWITCH OUTPUT (RUN/START)

RIGHT HALO
SPEAKER**C406**

CAV	CIRCUIT	FUNCTION
1	X52 20DB/WT	RIGHT REAR SPEAKER (+)
2	X58 20DB/OR	RIGHT REAR SPEAKER (-)

LEFT HALO
SPEAKER**C407**

CAV	CIRCUIT	FUNCTION
1	X51 20BR/YL	LEFT REAR SPEAKER (+)
2	X57 20BR/LB	LEFT REAR SPEAKER (-)

CONNECTOR LOCATIONS

GENERAL INFORMATION

This section provides illustrations identifying component and connector locations in the vehicle. A connector index is provided. Use the wiring diagrams in

each section for connector number identification. Refer to the index for the proper figure number.

CONNECTOR LOCATIONS

Connector #	Color	Location	Fig.
C101	BK	RT Fender Side Shield	1
C102	BK	RT Fender Side Shield Under PDC	1
C103	BK	RT Fender Side Shield	1
C104	BK	LT Side of Battery on Cowl Panel	1
C105 2.5L	NAT	RT Rear of Engine	3
C105 4.0L	NAT	RT Rear of Engine	4
C106	BK	At Lamp	1
C107	NAT	Center of Cowl Panel Near Map Sensor	1
C108	BK	LT Kick Panel Above Park Brake	8
C109	BK	Under Drivers Seat	8
C110	BK	Under I.P.Front of Floor Tunnel	6
C111	BK	Under I.P.Front of Floor Tunnel	6
C112	BK	Under I.P. RT of Stop Lamp Switch	7
C113	BK	LT Fender Side Shield	1
C114	BK	LT Side Cowl Panel	1
C115	BK	LT Fender Side Shield	1
C116	BK	LT Fender Side Shield	1
C117	BK	LT Fender Side Shield	1
C118	BK	Bottom of Washer Reservoir	2
C119	BK	Near Bulkhead Disconnect 2.5L only	Not Shown
C120 2.5L	BK	Rear of Generator	3
C120 4.0L	BK	Rear of Generator	5
C121 2.5L	BK	RT Rear of Engine	3
C121 4.0L	BK	Rear of Generator	4
C122	BK	On Receiver/Drier	4
C123 2.5L	BK	RT Side of Engine Rear of Distributor	3
C123 4.0L	BK	RT Side of Engine Rear of Distributor	4
C124 2.5L	BK	At End of Distributor Pig Tail	3
C124 4.0L	BK	At End of Distributor Pig Tail	4
C125	GY	RT Side of Transmission	5
C126	BK	LT Rear of Transmission	5
C127	BK	Top of Fuel Tank	9
C128	BK	Top of Rear Cross-member	9
C129	BK	Top of Rear Cross-member	9
C130 2.5L	BK	On Thermostat Housing	3
C130 4.0L	BK	On Thermostat Housing	4
C131 2.5L	BK	LT Side of Engine Bottom of Intake	3
C131 4.0L	BK	LT Side of Engine Bottom of Intake	4
C132 2.5L	BK	Injector #1	3
C132 4.0L	BK	Injector #1	4
C133 2.5L	BK	Injector #2	3
C133 4.0L	BK	Injector #2	4
C134 2.5L	BK	Injector #3	3
C134 4.0L	BK	Injector #3	4
C135 2.5L	BK	Injector #4	3
C135 4.0L	BK	Injector #4	4

Connector #	Color	Location	Fig.
C136	BK	Injector #5	4
C137	BK	Injector #6	4
C138 2.5L	BK	Center of Dash Panel	1
C138 4.0L	BK	Center of Dash Panel	1
C139	BK	Under Bulkhead LT Side of I.P.	1
C140 2.5L	GY	LT Rear of Intake	3
C140 4.0L	GY	LT Rear of Intake	4
C141 2.5L	BK	Rear of Throttle Body	3
C141 4.0L	BK	Rear of Throttle Body	4
C142 2.5L	BK	On Throttle Body	3
C142 4.0L	BK	On Throttle Body	4
C143 2.5L	BK	Rear of Intake	3
C143 4.0L	BK	Rear of Intake	4
C144	BK	Above Bulkhead Disconnect	1
C145	GY	On Power Steering Pump	3
C146	BK	At Headlamp	Not Shown
C147	YL	At Side Marker Lamp	2
C148	BK	At Park/Turn Lamp	Not Shown
C149	BK	RT Side Behind Bumper	2
C150	BK	LT Side Behind Bumper	2
C151	BK	At Park/Turn Lamp	2
C152	YL	At Side Marker Lamp	Not Shown
C153	BK	At Headlamp	2
C154	BK	LT Fender Side Shield	2
C155	BK	Direct Connection to Horn	2
C156	BK	Bottom of Washer Reservoir	2
C201	BK	LT Side of I.P.	7
C202	BK	On Fuse Block	7
C203	BK	LT Kick Panel	7
C204	BK	LT Kick Panel	7
C205	BK	LT Side Kick Panel Under I.P.	7
C206	BK	At Speaker	Not Shown
C207	BK	LT of Steering Column Rear of Cluster	7
C208	BK	LT Side of Steering Column	7
C209	BK	Rear of Switch	7
C210	BK	Rear of Switch	7
C211	BK	Base of Steering Column	7
C212	BK	At Wiper Motor	7
C213	BK	RT of Steering Column Under I.P.	7
C214	BK	RT Side of Cluster Bezel	Not Shown
C215	BK	Base of Steering Column	7
C216	BK	Base of Steering Column	7
C217	BK	RT Side of Brake Pedal Support	7
C218	BK	Base of Steering Column	7
C219	BK	Rear of Switch	7
C220	BK	Rear of Switch	7
C221	BK	Rear of Switch	7

Connector #	Color	Location	Fig.	Connector #	Color	Location	Fig.
C222	BK	Rear of Switch	.6	C402	BK	RT Side of Axle	.Not Shown
C223	BK	Rear of HVAC Switch	.6	C403	BK	RT Side of Roll Bar	.8
C224	BK	Rear of Radio	.6	C404	GY	LT Side Front of Transmission	.5
C225	BK	Rear Center of I.P	.6	C405	BK	RT Side of Transmission	.5
C226	BK	Rear of Glove Box LT Side	.6	D101		ABS Diode Under I.P.Front of Floor Tunnel	.6
C227	BK	Under I.P Right Side	.6	D201		Taped In Harness Near Wiper Switch T/O	.6
C228	BK	At Speaker	.Not Shown	G101		Left of Battery on Dash Panel	.1
C229	BK	RT Side of HVAC Housing	.6	G102		Center of Dash Panel	.1
C230	BK	RT Side of HVAC Housing	.6	G103 2.5L		Rear of Distributor	.3
C231	BK	RT Kick Panel	.6, 7	G103 4.0L		Rear of Generator	.4
C232	BK	Top of I.P. Center Support	.7	G104 2.5L		RT Side of Engine	.3
C233	BK	Top of I.P. Center Support	.7	G104 4.0L		Rt Side of Engine	.4
C301	RD	LT Kick Panel	.8	G105		RT Side Radiator Closure Panel	.2
C302	BK	At Buckle	.8	G106		LT Side Radiator Closure Panel	.2
C303	BK	LT Rear Quarter Panel	.8	G107		RT Side of Dash Panel	.1
C304	BK	LT Rear Quarter Panel	.8	G108 2.5L		RT Rear of Engine	.3
C305	BK	RT Rear Quarter Panel	.8	G108 4.0L		RT Rear of Engine	.4
C306	BK	At Motor	.Not Shown	G201		At Cigar Lighter	.6
C307	BK	LT Side of I.P. at Lamp	.6	G202		Rear of Radio	.6
C308	BK	RT Side of I.P. at Lamp	.7				
C309	BK	At CHMSL Lamp	.Not Shown				
C310	BK	At CHMSL Lamp	.Not Shown				
C401	BK	Top of Fuel Tank	.9				

J958W-111

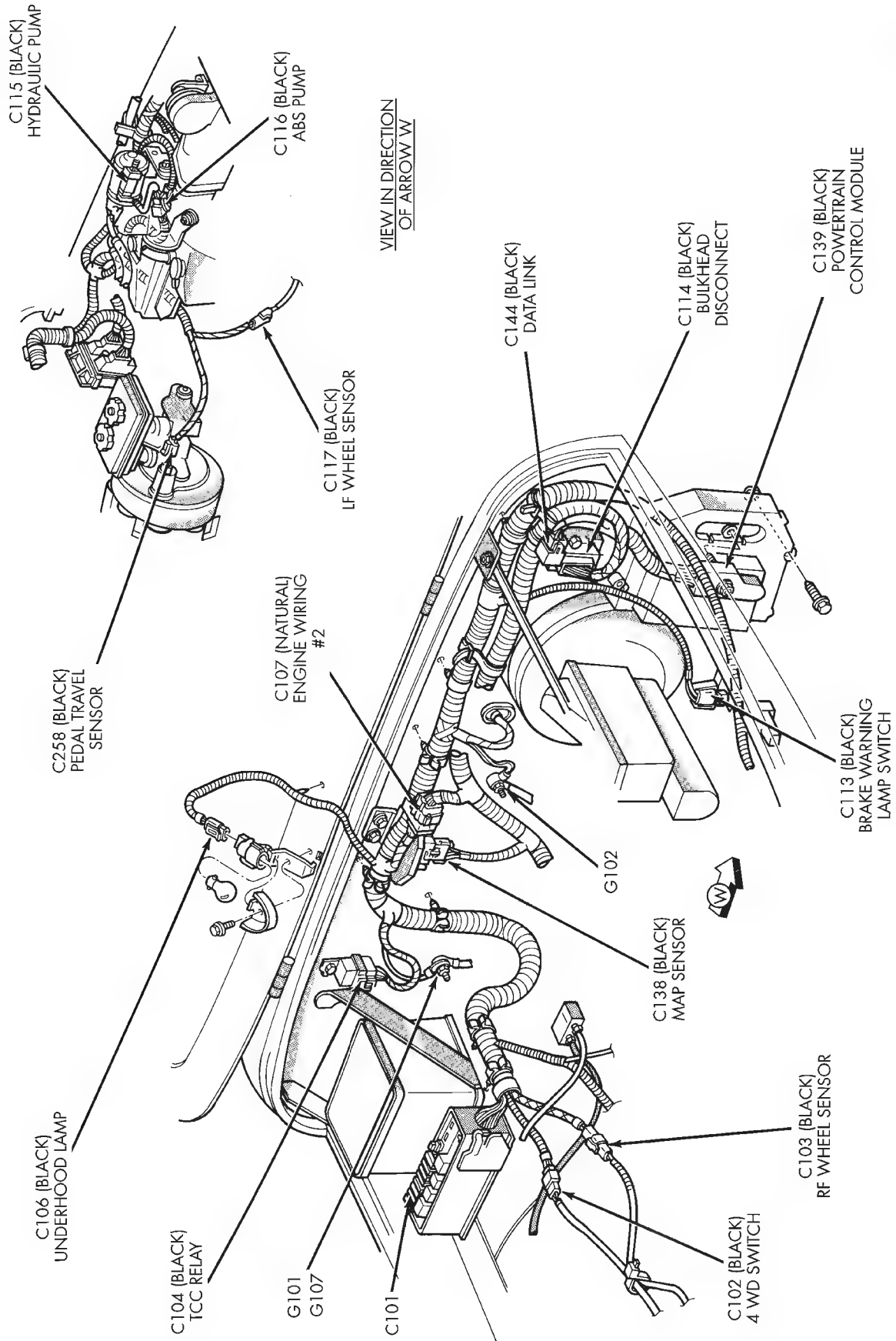


Fig. 1 Engine Compartment Connections YJ

J958W-112

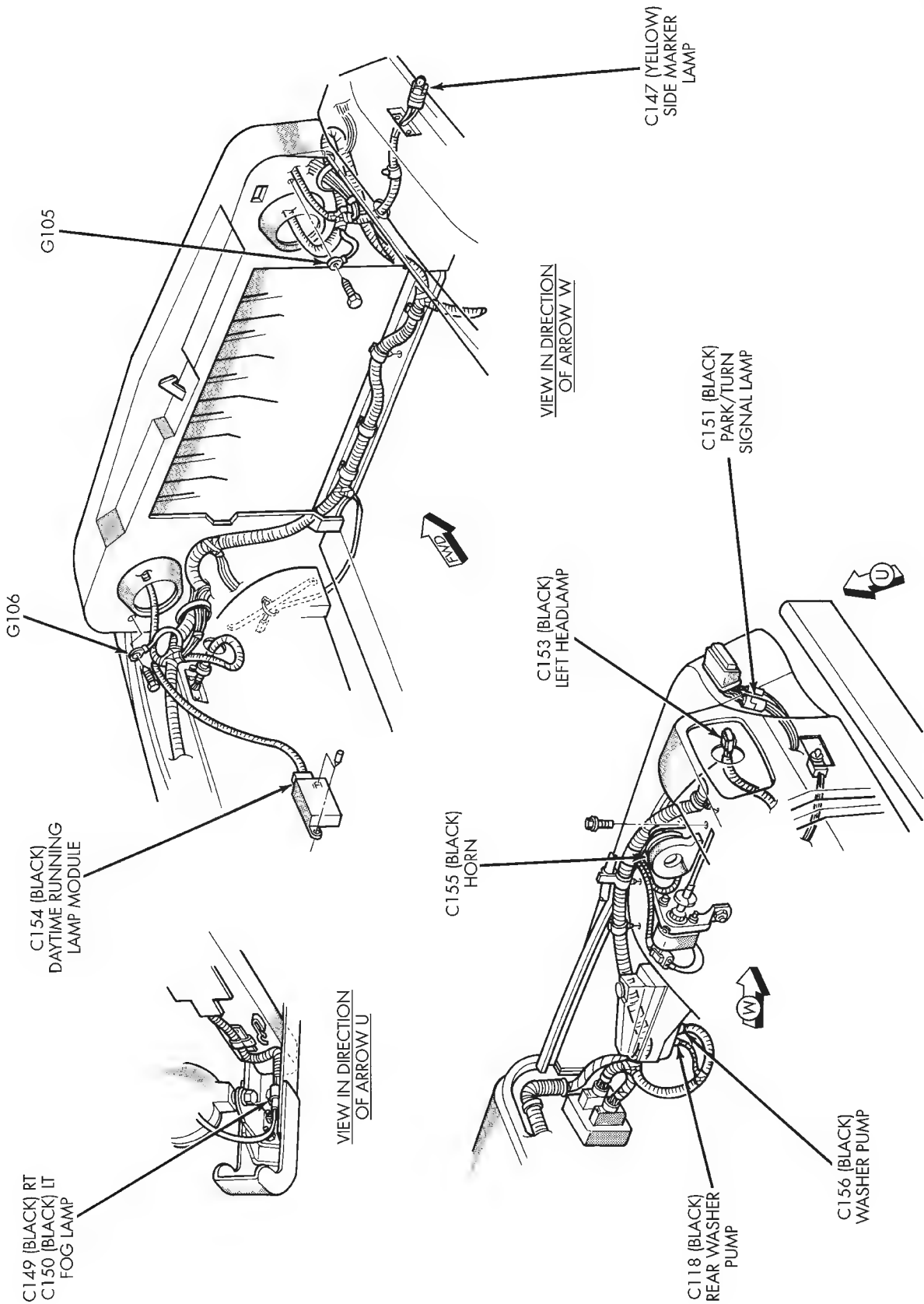


Fig. 2 Engine Compartment Connections YJ

J958W-113

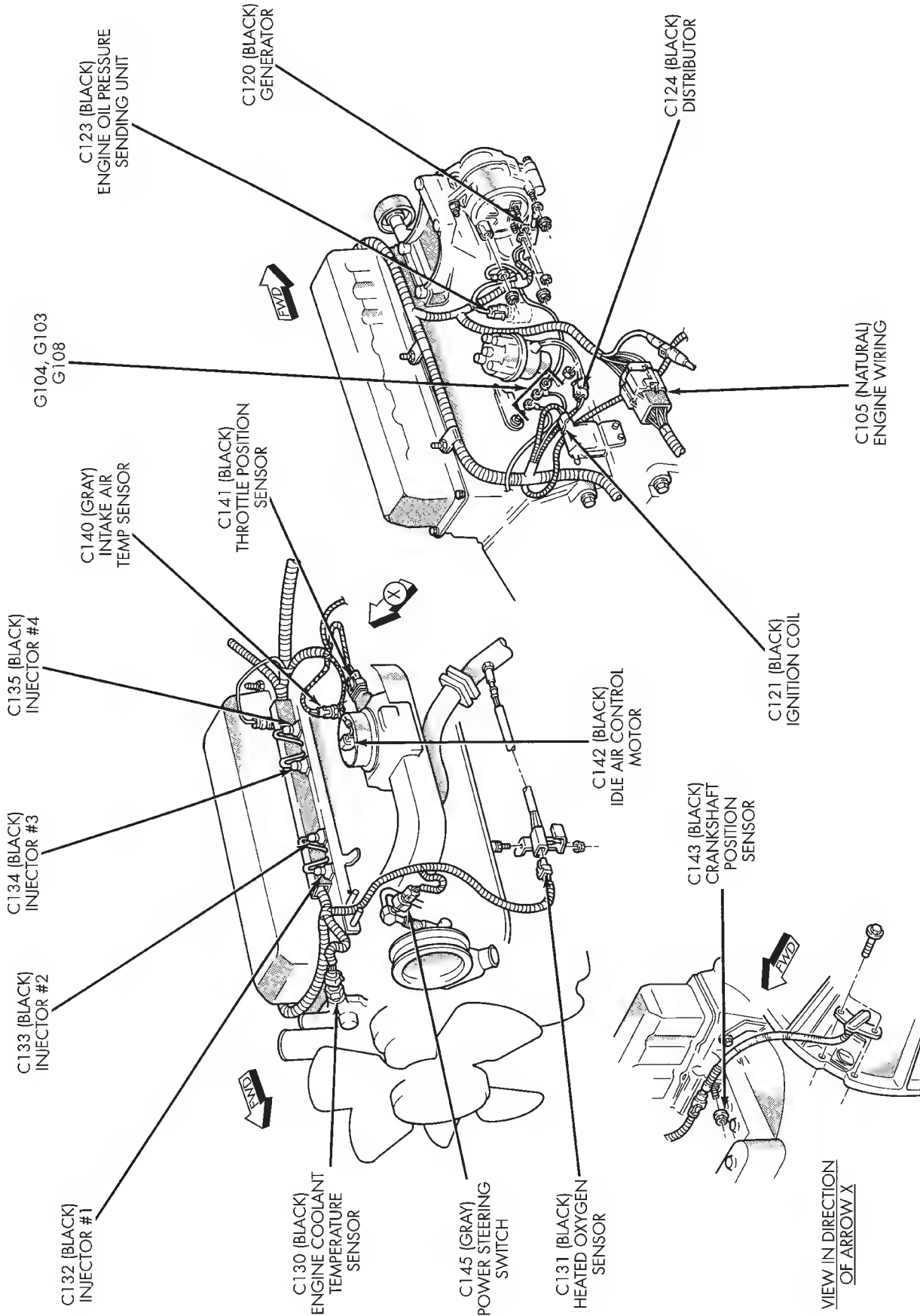


Fig. 3 Engine Connections 2.5L YJ

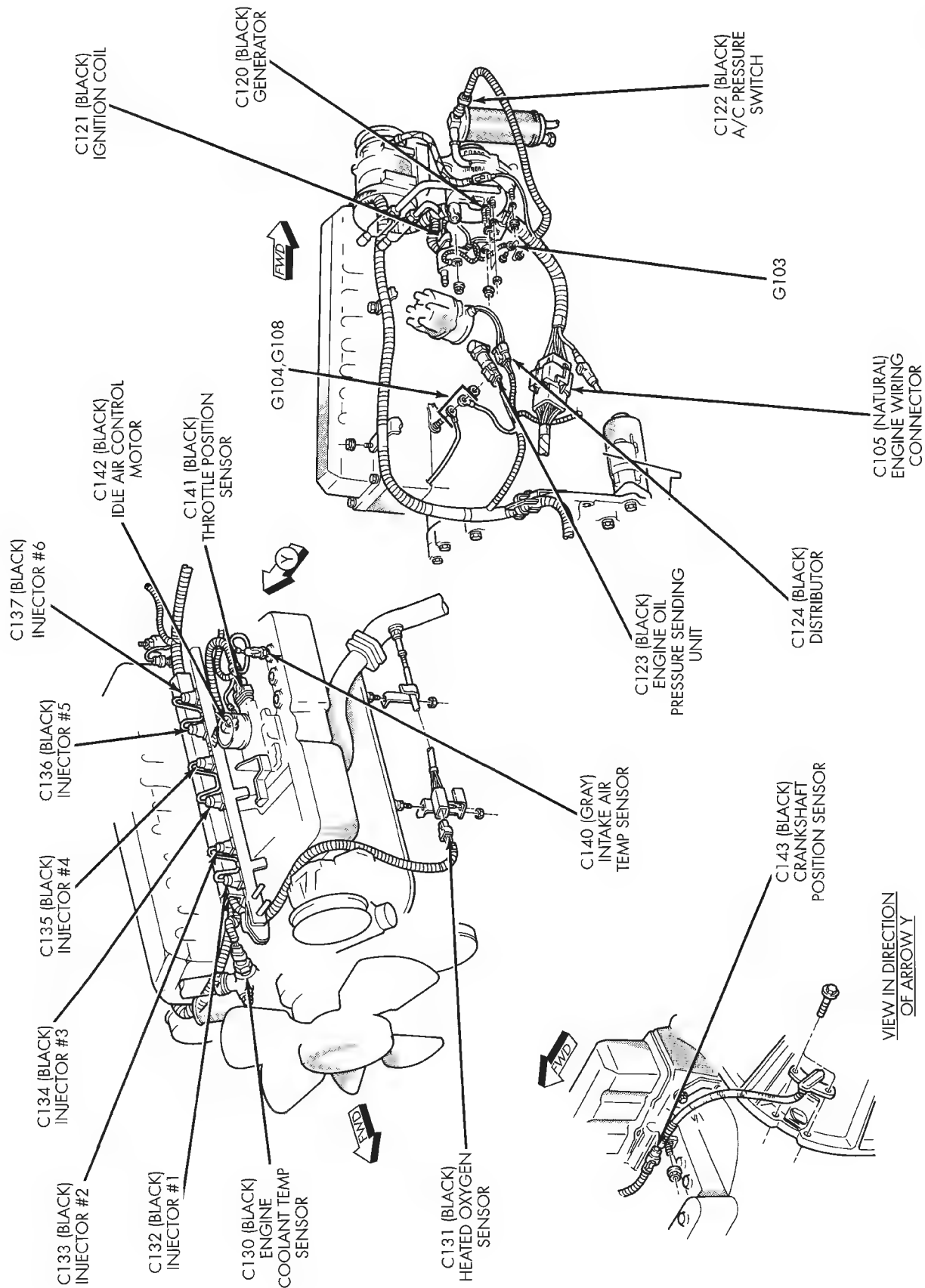


Fig. 4 Engine Connections 4.0L YJ

J958W-115

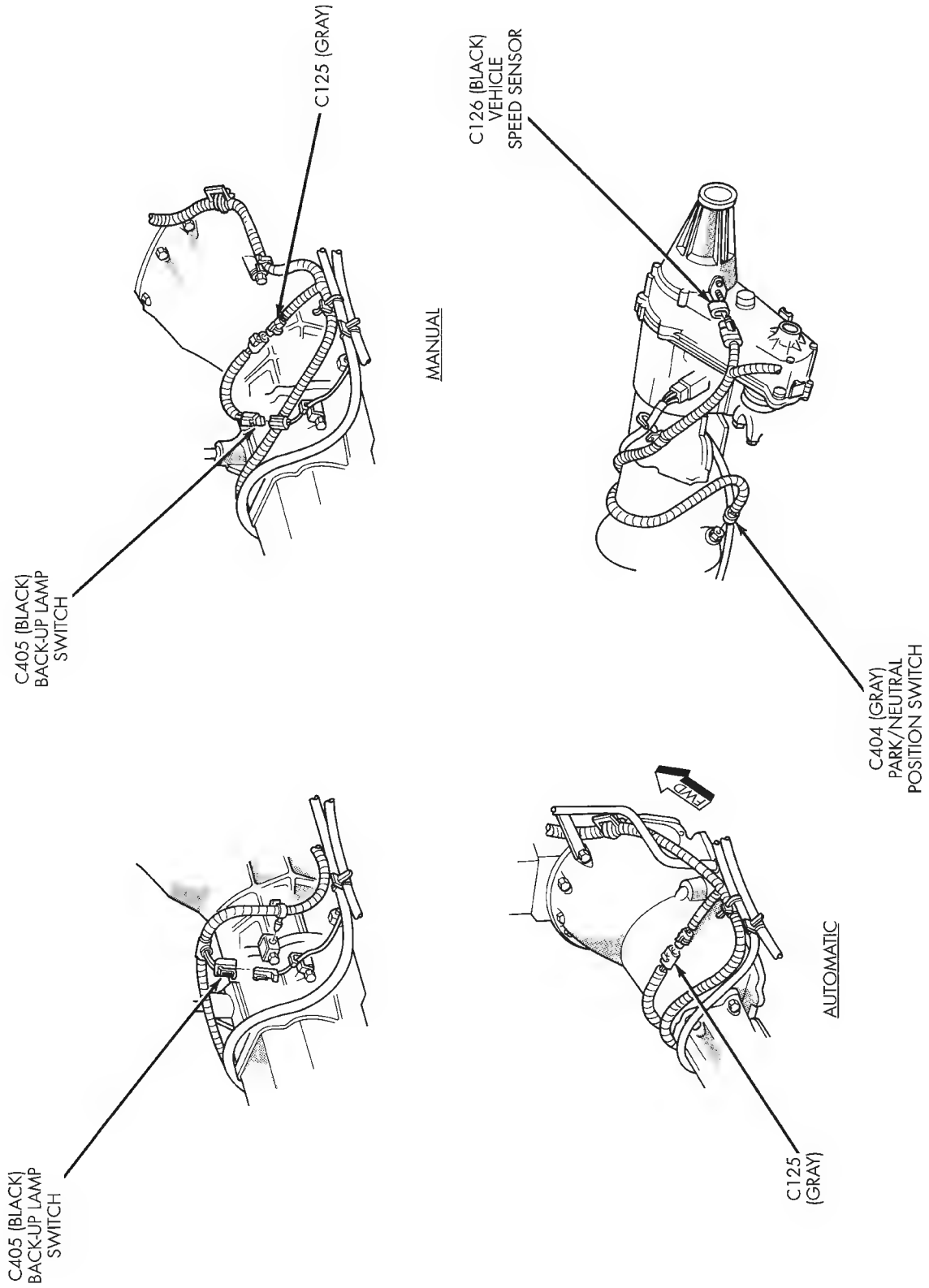


Fig. 5 Transmission Connections YJ

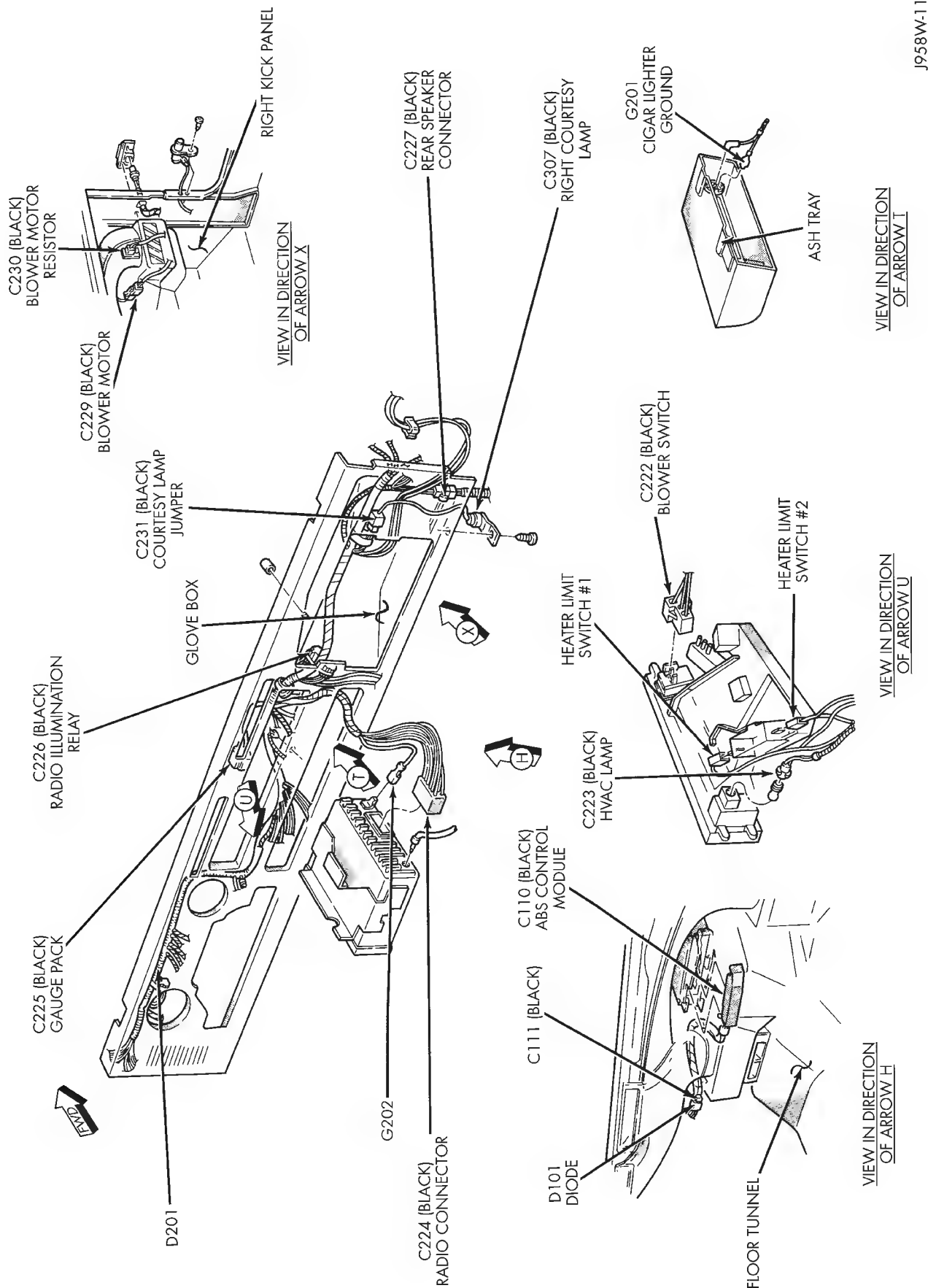


Fig. 6 Instrument Panel Connections YJ

J958W-117

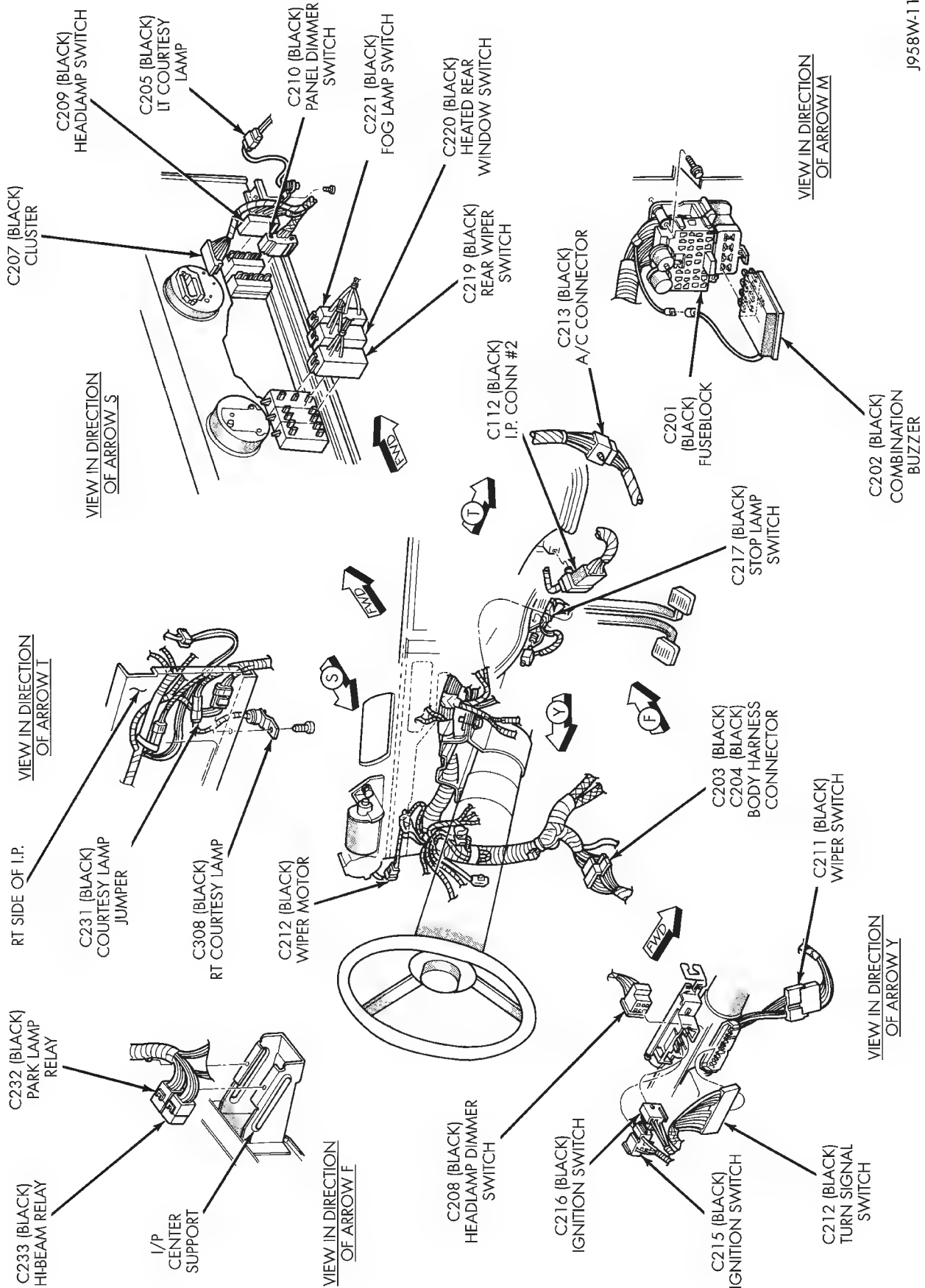


Fig. 7 Instrument Panel Connections YJ

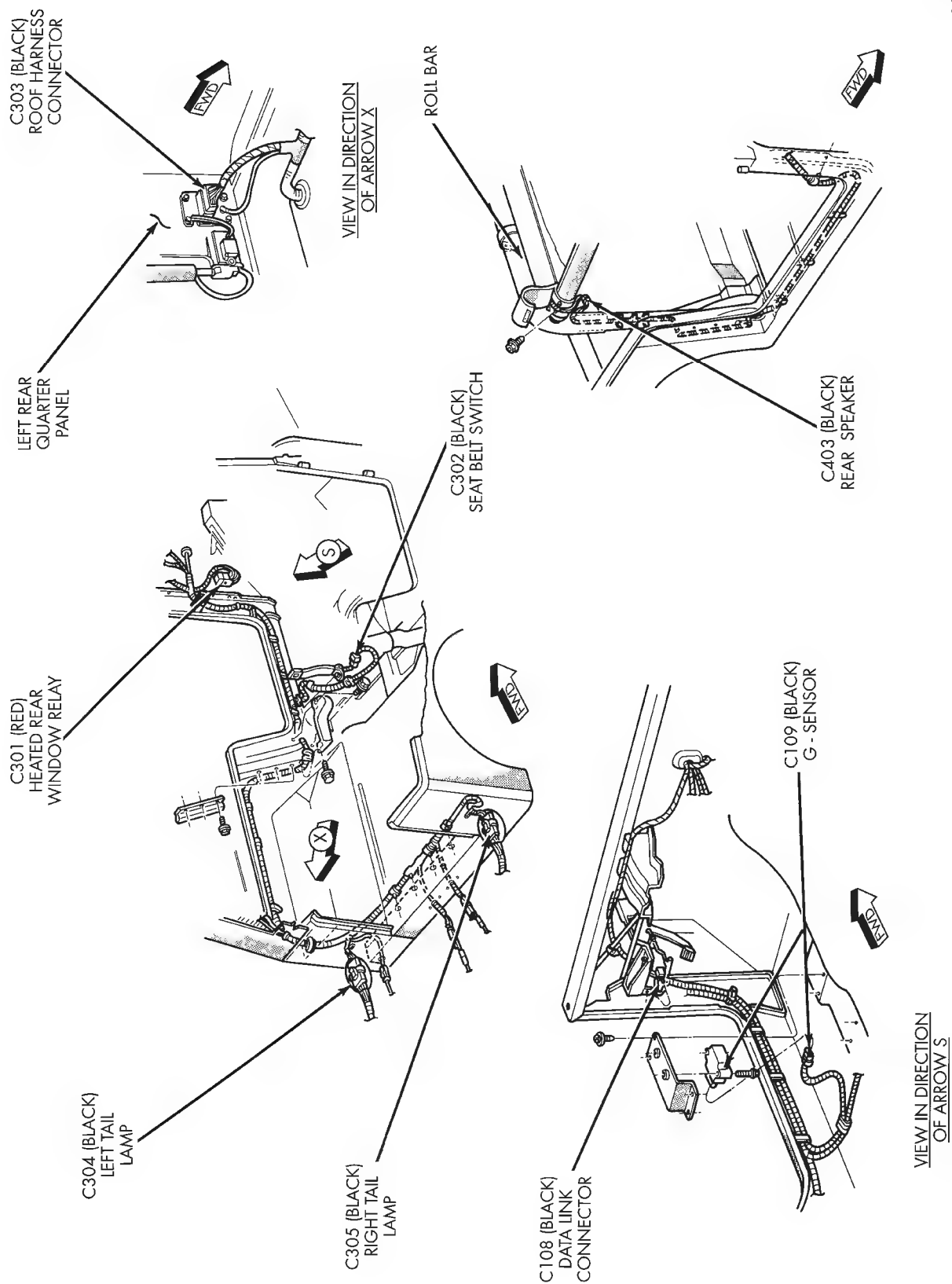


Fig. 8 Body Connections YJ

J958W-119

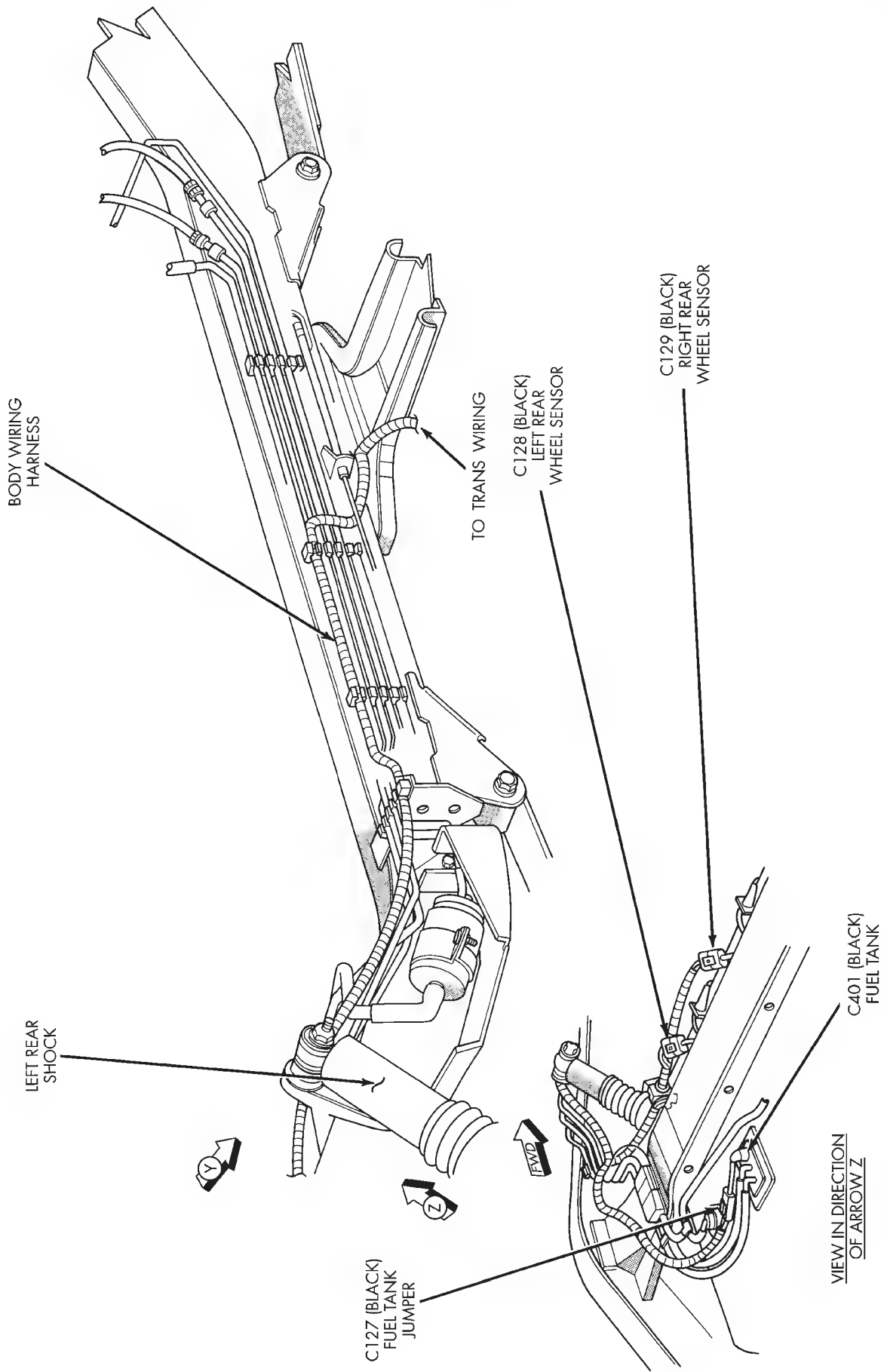


Fig. 9 Frame Connections YJ

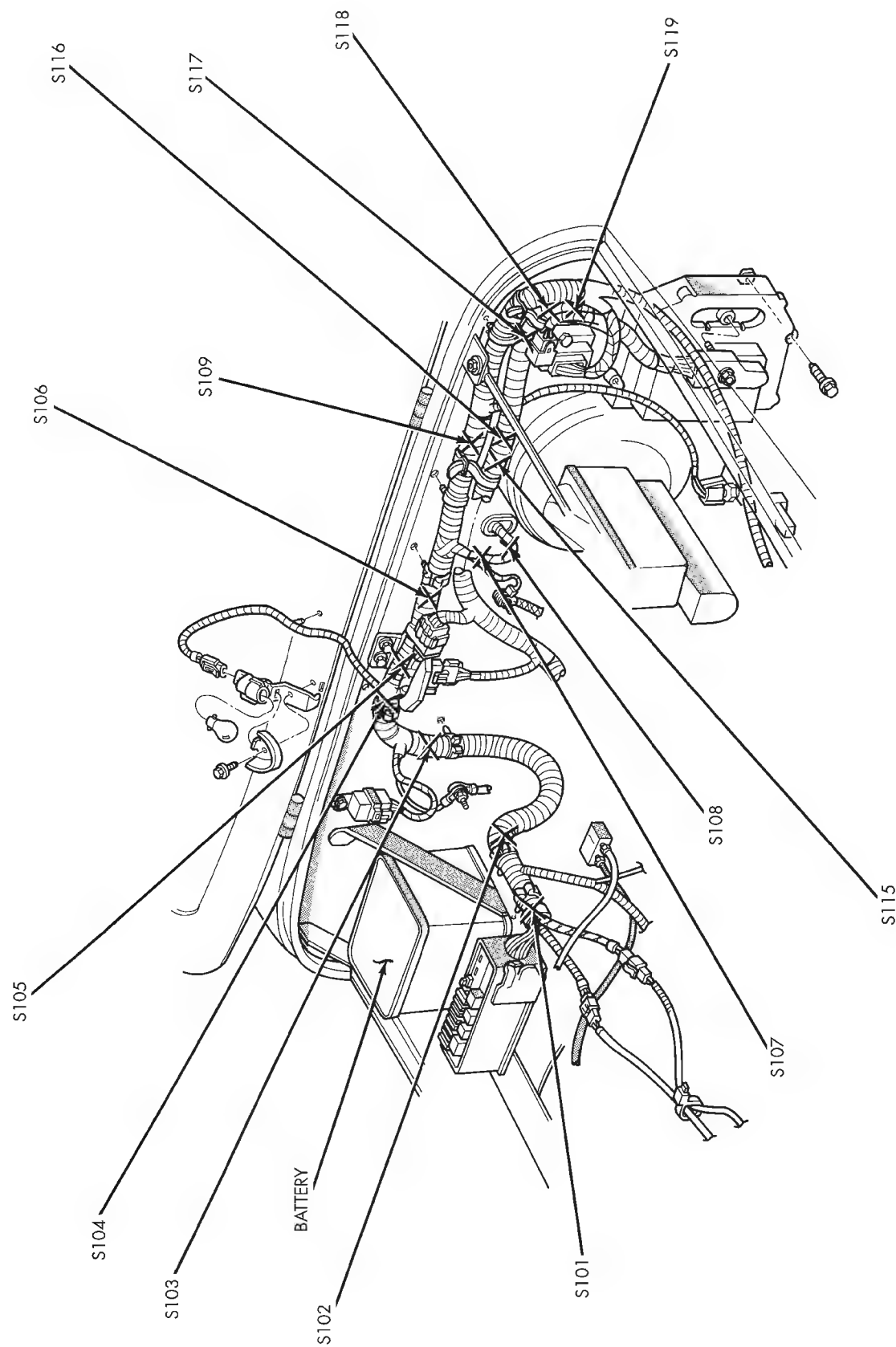
SPLICE LOCATIONS

GENERAL INFORMATION

This section provides illustrations identifying the general location of the splices in this vehicle. A splice index is provided. Use the wiring diagrams in each section for splice number identification. Refer to the index for the proper splice number.

SPLICE LOCATIONS

Splice Number	Locations	Fig.	Splice Number	Locations	Fig.
S101	Near PDC T/O	.1	S126	Near T/O for Headlamp	.2
S102	Near T/O for Engine Wiring	.1	S127	Near T/O for Headlamp	.2
S103	RT Dash Panel Near T/o for Ground	.1	S128	Near T/O for Headlamp	.2
S104	Near T/O for MAP Sensor	.1	S129	Near Horn T/O	.2
S105	Near T/O for MAP Sensor	.1	S201	Near T/O for Dimmer Switch	.7
S106	Left Side of MAP Sensor	.1	S202	Near T/O for Dimmer Switch	.7
S107	In ABS Wiring T/O Near Grommet	.1	S203	Near T/O for Dimmer Switch	.7
S108	In ABS Wiring T/O Near Grommet	.1	S204	Near T/O for Dimmer Switch	.7
S109	Above Brake Booster	.1	S205	Near T/O for Wiper Switch	.7
S110	Rear of Generator	.3	S206	Near T/O for Wiper Switch	.7
S111 2.5L	RT Side of Valve Cover	.4	S207	Near Panel Illumination T/O	.7
S111 4.0L	RT Side of Valve Cover	.3	S208	Near Panel Illumination T/O	.7
S112	Near T/O for PRNDL Switch	.5	S209	Near Panel Illumination T/O	.7
S113	Between Inj #2 and Inj #3	.3	S210	Near Panel Illumination T/O	.7
S114	Near T/O for Throttle Body Wiring	.3	S211	Near T/O for Ignition Switch	.7
S115	Above Bulkhead Connector	.1	S212	Near T/O for Ignition Switch	.7
S116	Above Bulkhead Connector	.1	S213	Near T/O for Radio	.6
S117	Near Data Link T/O	.1	S301	Near T/O for Park Brake Switch	.8
S118	Near Data Link T/O	.1	S302	Near T/O for Park Brake Switch	.8
S119	Near Data Link T/O	.1	S303	Near Grommet LT Rear Quarter Panel	.8
S120 4.0L	RT Side of Valve Cover	.3	S304	Near LT Rear Tail Lamp T/O	.8
S121 2.5L	RT Side of Valve Cover	.4	S305	RT Rear Quarter Panel Near Tail Lamp	.8
S122	Near T/O for RT PK/TURN Lamp	.2	S306	Near T/O for Dome Lamp	.Not Shown
S123	Near T/O for RT Fog Lamp	.2	S307	In CHMSL Jumper Harness	.Not Shown
S124	Near T/O for LT Fog Lamp	.2	S308	In CHMSL Jumper Harness	.Not Shown
S125	Near T/O for LT PK/TURN Lamp	.2			



J958W-120

Fig. 1 Engine Compartment Splices YJ

J958W-121

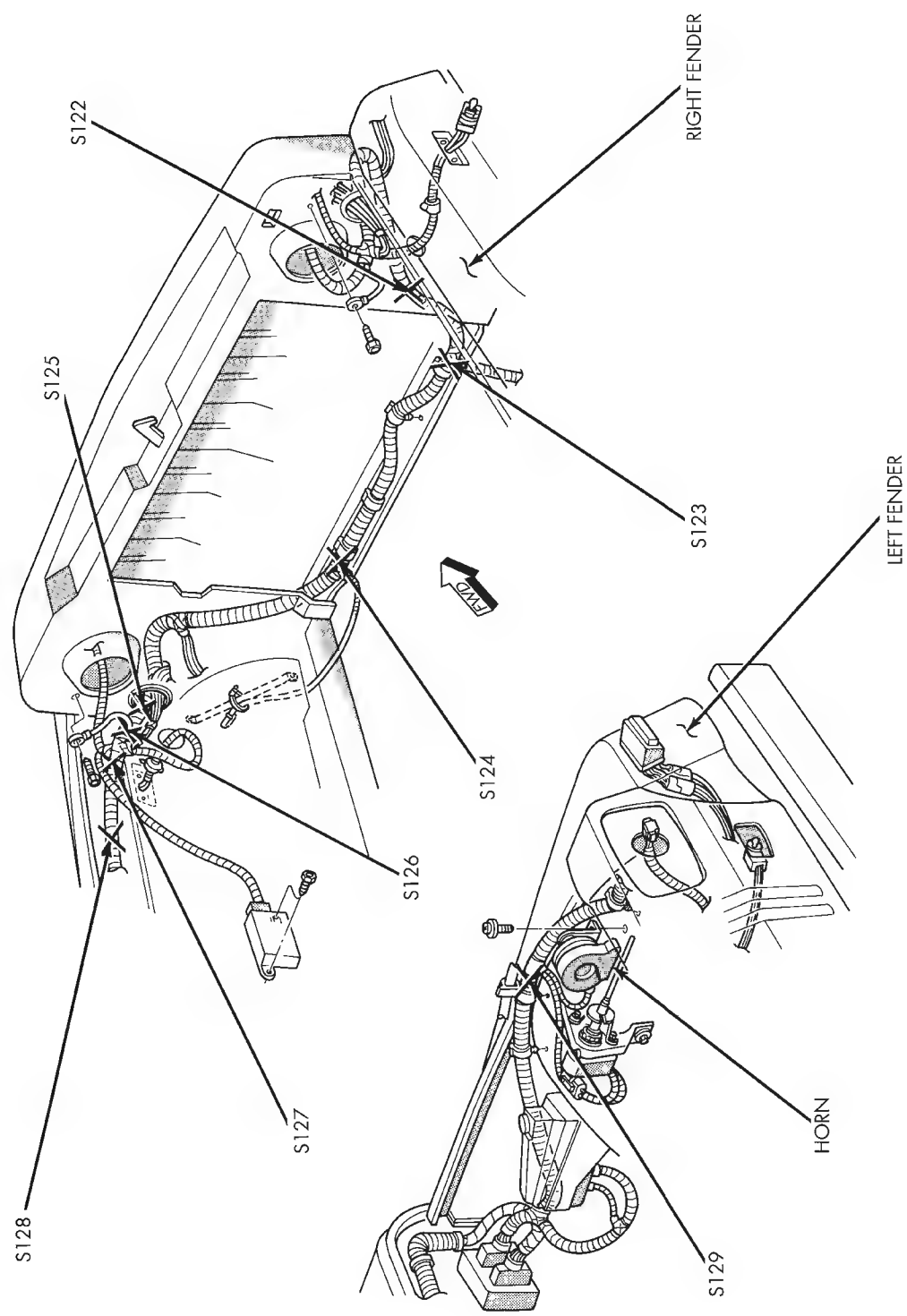


Fig. 2 Engine Compartment Splices YJ

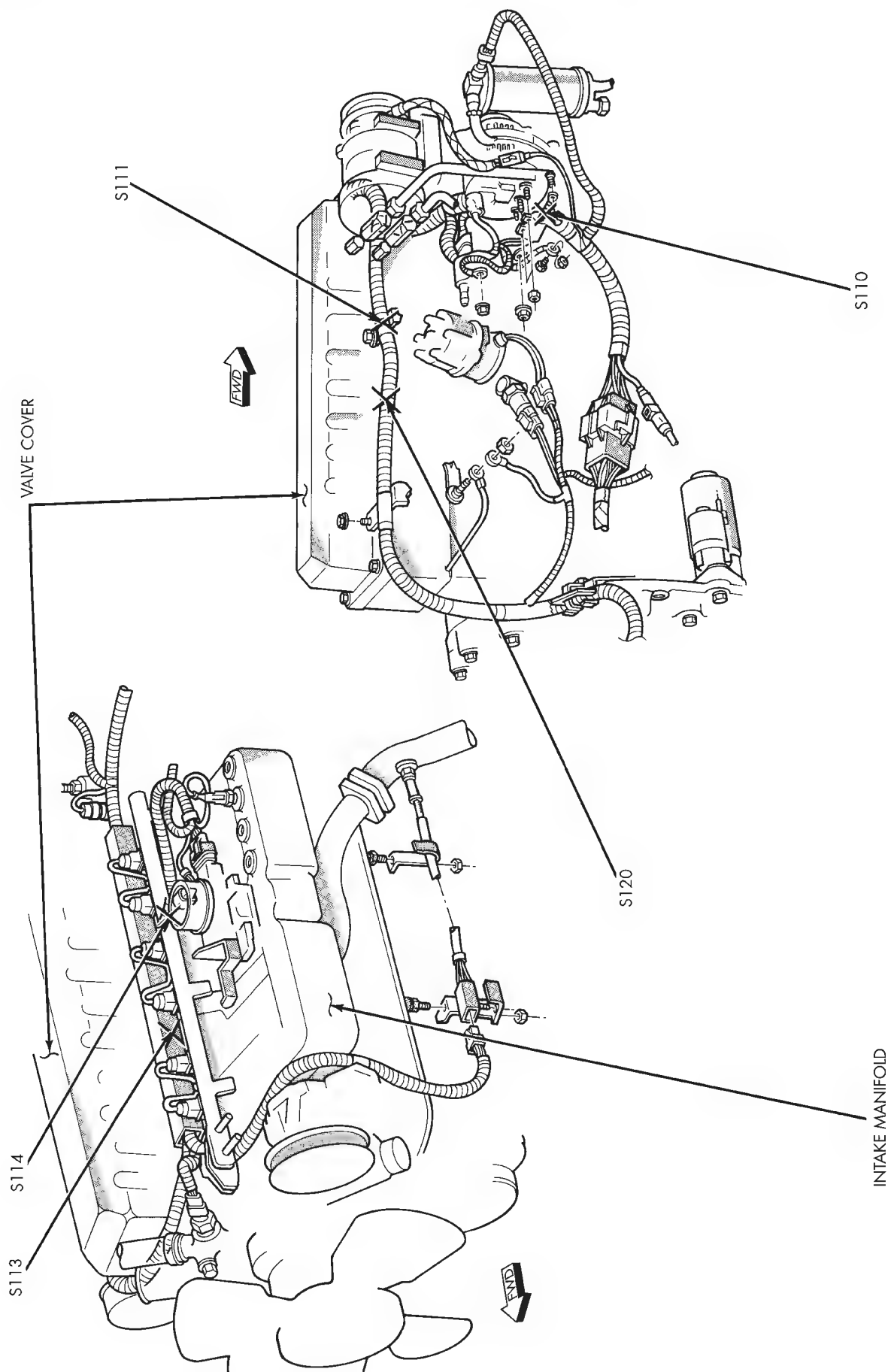


Fig. 3 Engine Splices 4.0L YJ

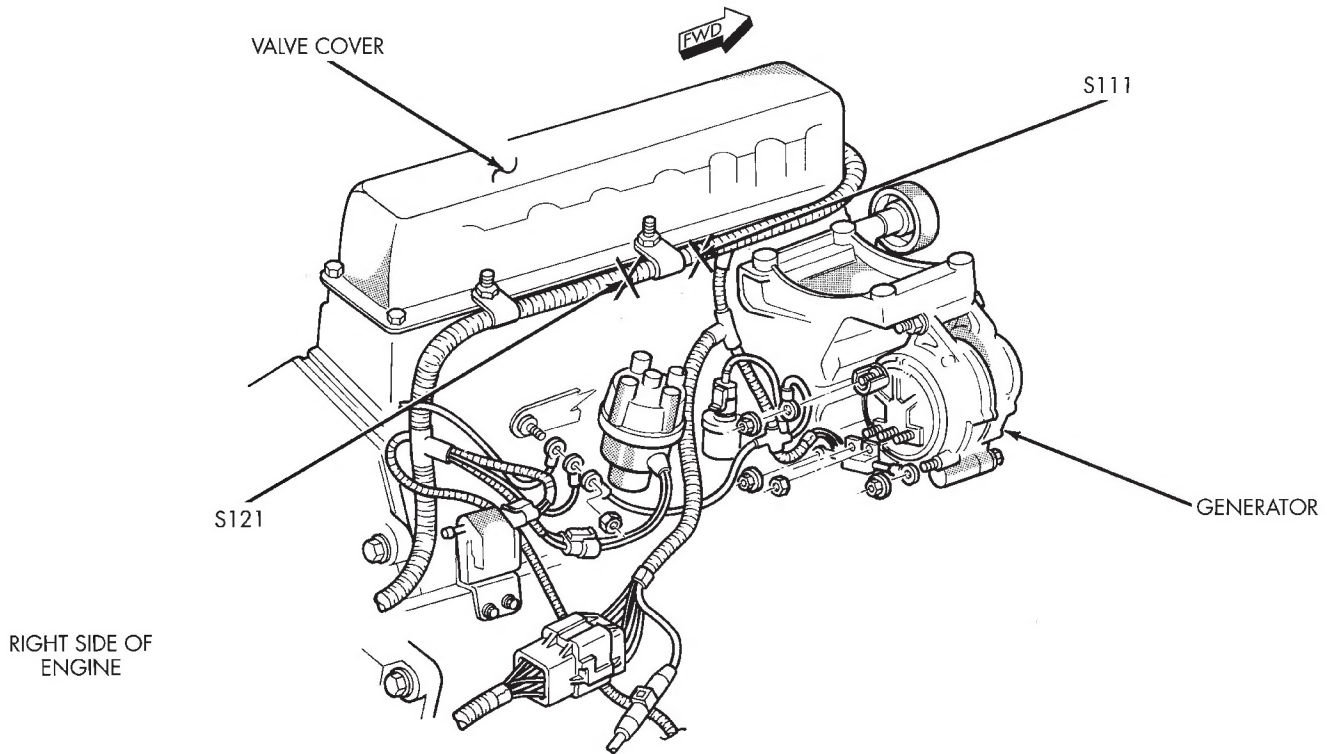


Fig. 4 Engine Splices 2.5L YJ

J958W-123

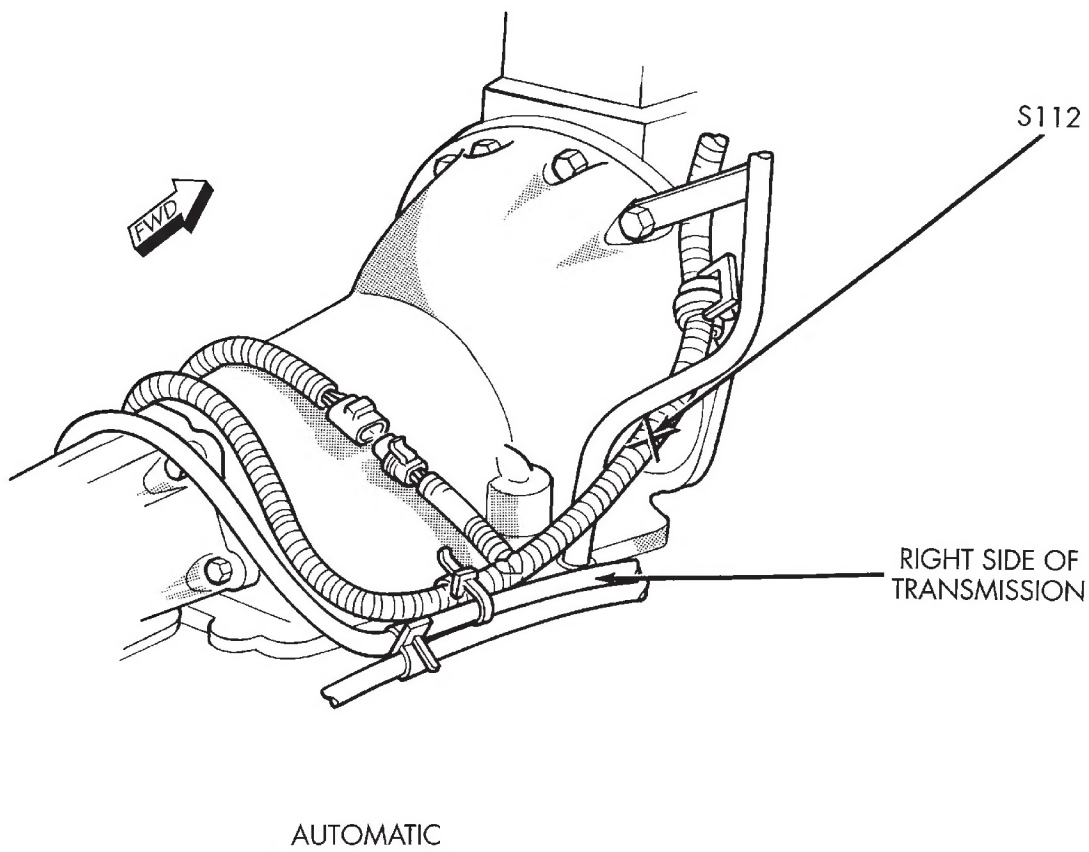


Fig. 5 Transmission Splices YJ

J958W-124

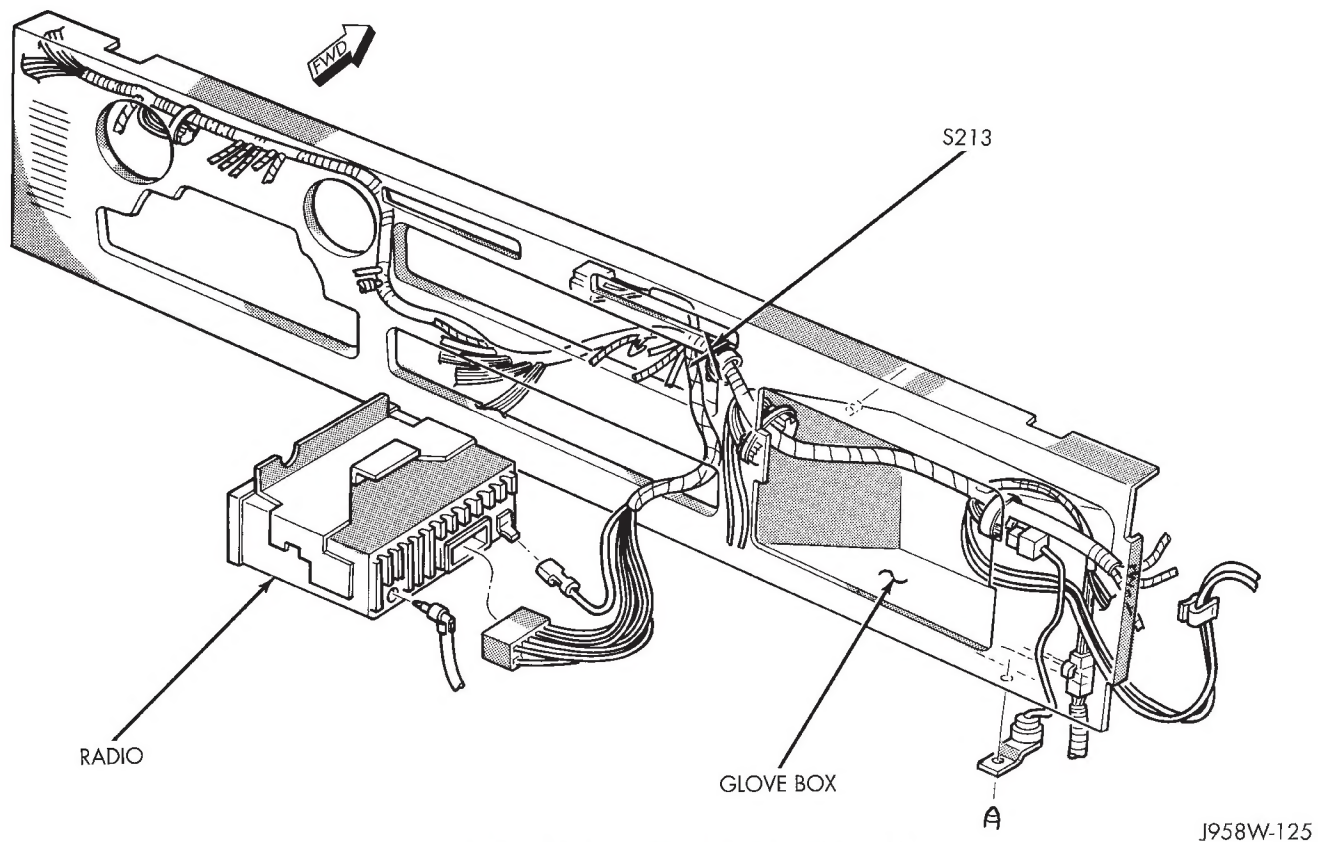


Fig. 6 Instrument Panel Splices YJ

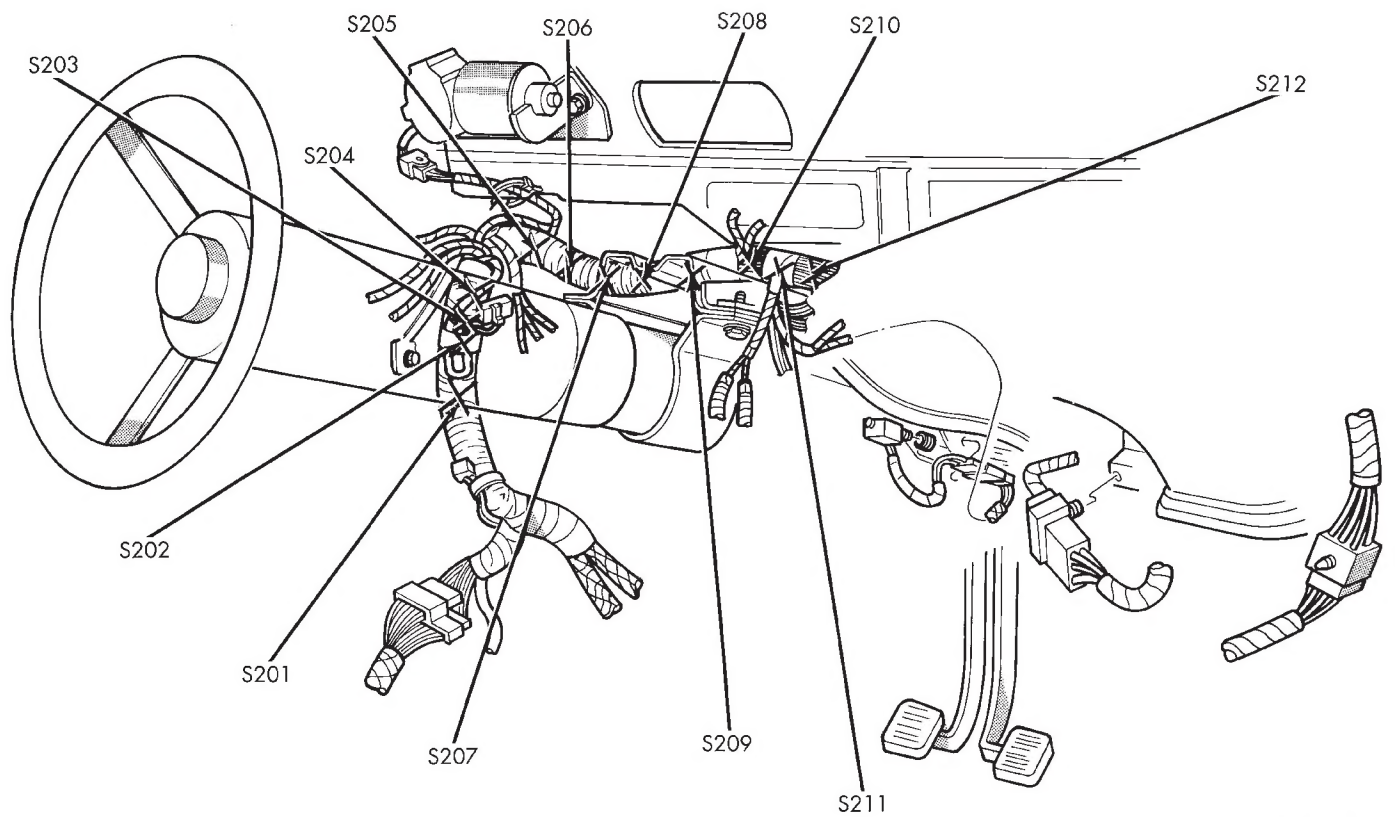
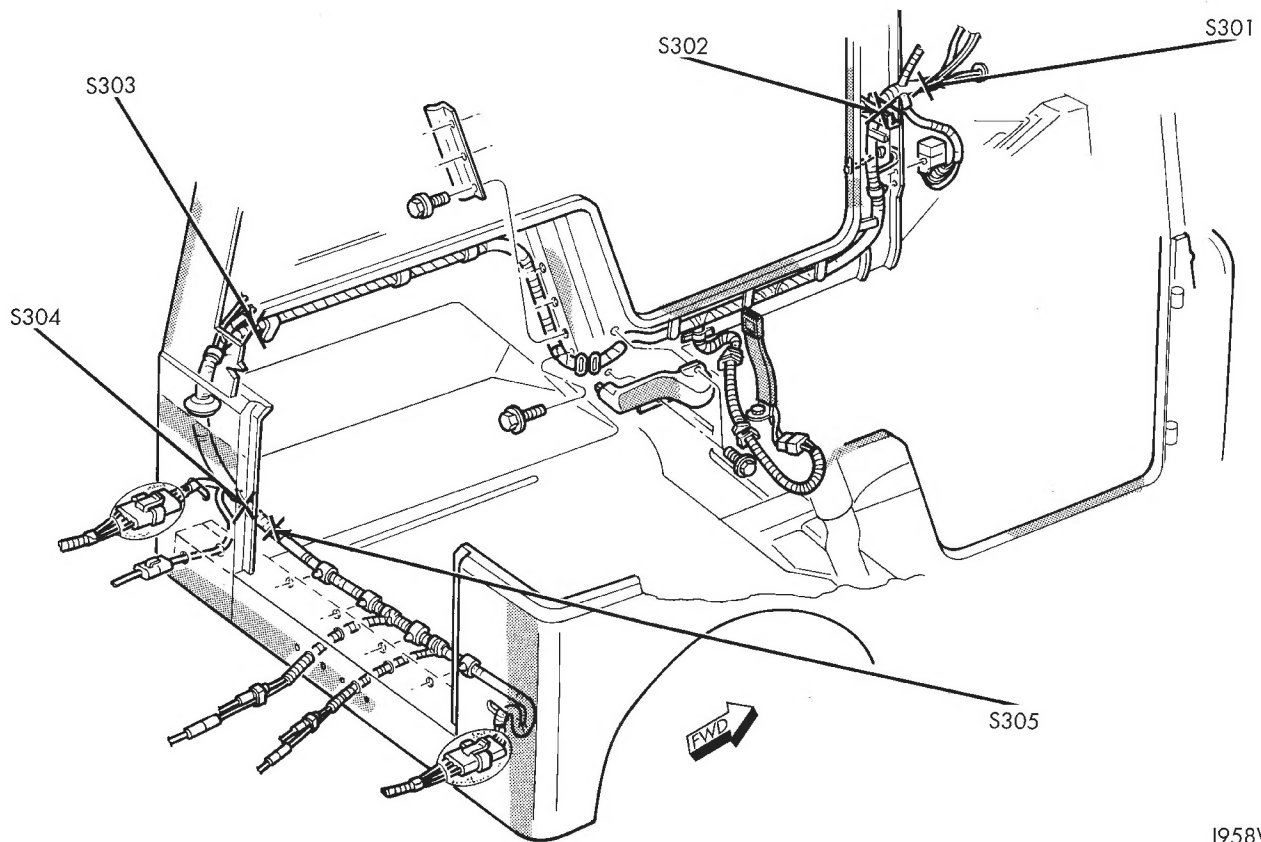


Fig. 7 Instrument Panel Splices YJ



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Fig. 8 Body Splices YJ

